The Bombay Gazette.

No 6,585.—New Series. BOMBAY:—SATURDAY, MARCH 23, 1867. Annual Subscription in advance...Rupees Fifty-Two.

THE BOMBAY GAZETTE.

TERMS OF SUBSCRIPTION.

For a year in advance, delivered in Town..... Rs. 52
including postage..... „ 73
For half a year in advance, delivered in Town... „ 26
including postage ..... „ 38
For three months advance, delivered in Town .. „ 16
including postage ..... „ 21
For one month, delivered in Town..... „ 6 0
including postage..... „ 7 12
Single Copy for Cash..... „ 0 4
Back Numbers ..... „ 0 8

TERMS FOR ADVERTISEMENTS.

For Ten lines and under
First insertion ...Rs. 5 0
Second Ditto ... „ 2 8
Third Ditto ... „ 2 8
Fourth and succeeding insertions ... „ 0 2 As. per line, but no advertisement counted as less than eight lines.

LONG ADVERTISEMENTS.

First insertion ... 7 As. per line.
Second Ditto ... 4 „ „
Third and succeeding 2 „ „

In the Native languages double the above.
Domestic Occurrences. Each...Rupee 1.

SHIPPING.

STEAM COMMUNICATION WITH THE PERSIAN GULF.

THE British India Steam Navigation Company (Limited), under mail contract with Government, despatch Steamers twice a month from Bombay to the Persian Gulf, touching at Muscat, Bunder Abbas, Linga, Bushire, and Bussorah on the following dates:—

Leave Bombay	3rd & 17th	Leave Bussorah	10th & 2nd
„ Muscat.....	8th 22nd	„ Bushire.....	3rd 6th
„ B. Abbas....	11th 25th	„ Linga.....	5th 9th
„ Lingo	12th 26th	„ B. Abbas	8th 11th
„ Bushire.....	16th 30th	„ Muscat	9th 12th
Arrive Bussorah	17th 31st	Arrive Bombay	22nd 25th

The Steam Ship "GOVERNOR HIGGINSON," 750 tons, 160 H. P., Commander J. Sanders will be despatched as above on 3rd April.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH KURRACHEE.

Interchanging Cargo at Kurrachee by the first available Steamer bound from Sukkur, Moultan, Lahore and Umritsar, with the Oriental Inland Steam Company's Steamers.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch a Steamer with mails, passengers, and cargo to Kurrachee twelve hours after arrival of the P. and O. Company's Mail steamers from Suez.

Dates of Departure.

From Bombay usually about..... 11th and 26th.
Kurrachee on ..... 10th and 25th.

The Steam Ship "KURRACHEE," 700 tons, 120 H. P. Commander A. Cottier, will be despatched as above twelve hours after the arrival of the next Overland Mail.

N. B.—When the English Mail arrives between 6 P. M. and 6 A. M., the Kurrachee Steamer sails punctually twelve hours after, but when it arrives between 6 A. M. and 6 P. M. it is despatched at 7 the following morning; this is to avoid Passengers embarking at night. When the sailing time falls upon a Sunday, the Steamer is despatched at 7 A. M. on the Monday morning.

W. NICOL & Co., Agents.

STEAM COMMUNICATION WITH THE MALABAR COAST, CEYLON, MADRAS, AND CALCUTTA.

(Interchanging by the Steamer of the First, Passengers and Cargo at Galle to and from Singapore, Saigon, Batavia, Hongkong, Shanghai, and Yokohama.)

THE British India Steam Navigation Company (Limited), under contract with Government, despatch Steamers as above twice a month, with Mails, Passengers, and Cargo, on the following dates:—

Leave Bombay	1 & 15	Leave Calcutta	1 & 15
„ Cowar	2 16	„ Hurriapaun	4 18
„ Mangalore	3 17	„ Vingapatam	4 18
„ Cannanore	4 18	„ Cocanada.....	5 19
„ Calicut	4 18	„ Madras	9 23
„ Cochin	5 19	„ Negapatam	10 24
„ Tuticorin	7 21	„ Cochin.....	15 27
„ Colombo	9 23	„ Tuticorin.....	28
„ Galle	7	„ Colombo.....	29
„ Pegasstam	10 24	„ Galle	30 1
„ Madras	15 27	„ Calicut	16 30
„ Cocanada	15 29	„ Cannanore	17 1
„ Vizagatam	16 30	„ Mangalore	18 2
„ Hurriapaun	16 30	„ Cowar	18 2
Arrive Calcutta	19 3	Arrive Bombay	22 4

The Steam Ship "BURMAH," 1040 tons, 250 H. P., Commander A. Irvine, will be despatched as above, at noon on 1st April.

The Steamers leaving Calcutta and Bombay on the 15th of the month, call at Tuticorin and Colombo, and the Steamers of the 1st at Galle, as above, interchanging Passengers and Cargo with the French Company's Steamers.

This route is the most expeditious and economical for passengers for the Nellgherrie district, Bangalore and Madras, who can land at Beypore, and proceed from thence by rail.

Passengers for Calcutta can take the same route, picking up the steamer at Madras.

Passengers for Rangoon, Akyab, or Moulmein can proceed by the Steamers of the 15th, and tranship to the Rangoon Mail Steamer which leaves Madras on the 3rd.

W. NICOL & Co., Agents.

STEAM FERRIES (under contract with Government).—The FERRY BOATS of the Bombay Coast and River Steam Navigation Company (Limited) will ply across the Harbour daily, stopping at undermentioned Ferries:—

Departure from Carnac Bunder to	Oorun.	Oolwa.	Mandwa.	Kartuja.	Dhurumtur.
	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
	FARES.				
First Class	2 9	3 0	2 0	2 0	3 0
Second Class	0 8	0 12	0 8	0 12	0 12
Third Class	0 4	0 6	0 4	0 4	0 6

The Steam Ferry Boats will on and after the 15th January run as follows until further notice:—

From Carnac Feader, the Dhurumtur Ferry will leave every morning at 8 A. M., and the Oolwa Ferry at 9 A. M.

From Dhurumtur and Oolwa every afternoon at 1 P. M.

First Class Season Tickets available for either Ferry for a period of six months are issued at Rs. 50.

J. A. SHEPHERD, Manager.

Apollo Street, Bombay, 26th October 1866.

N. B.—Passengers' Tickets can be obtained at the "Chowk" in Carnac Bunder.

BOMBAY COAST AND RIVER STEAM NAVIGATION COMPANY (LIMITED).

THE Bombay Coast and River Steam Navigation Company (limited) will, until further notice, despatch Steamers ONCE A WEEK to and from the MALABAR COAST calling at the intermediate Ports, on the following days:—

Down Steamers.		Up Steamers.	
Bombay .....Dep.	Saturday.	Cochin.....Dep.	Saturday.
Ratnagherry. „	Sunday.	Beypore ..... „	Sunday.
Vingorla..... „	Monday.	Calicut ..... „	Sunday.
Goa ..... „	Monday.	Cannanore ... „	Monday.
Carwar ..... „	Monday.	Mangalore ... „	Tuesday.
Compta ..... „	Monday.	Compta ..... „	Wednesday.
Mangalore ... „	Tuesday.	Carwar ..... „	Wednesday.
Cannanore ... „	Wednesday.	Goa ..... „	Thursday.
Tellicherry . „	Wednesday.	Vingorla ..... „	Thursday.
Calicut ..... „	Wednesday.	Ratnagherry . „	Thursday.
Beypore ..... „	Wednesday.	Bombay .....Arr.	Friday.
Cochin .....Arr.	Thursday.		

The Steamer "LORD ELPHINSTONE" will be despatched according to the above table on SATURDAY, the 23rd instant.

J. A. SHEPHERD, Manager.

Apollo Street, 1st January 1867.

FOR LIVERPOOL.

(To sail about 20th April.)

THE new clipper ship "DILHARREE," 1,295 tons register, A.1 14 years at Lloyds, J. Mes Sa ATT, Commander.

This fine vessel has very superior accommodation for Passengers, and will be despatched as above.

For Freight and Passage, apply to W. NICOL & Co., Agent, of ship *Dilharree*.

Bombay, 16th March, 1867.

FOR HAVRE.

THE "STAR OF THE NORTH," Captain Rawle, to leave the end of March, has excellent accommodation for a few First and Second Class Passengers, who will landed free at Plymouth or Southampton. Apply to GRINDLAY, GROOM & Co.

SHIP "SIMOON," for Liverpool, will take ready Cotton at £2 per ton. Apply to PEEL, CASSELS & Co., Agents Ship *Simoon*.

NOTICE.—Consignees of Cargo per Ship "REVENUE," arrived from London, are requested to despatch Boats at once to take delivery, otherwise the same will be landed by the Captain at the risk and expense of the concerned.

BLACKWELL & Co., Agents for the ship *Revenue*.

Bombay, 27th February 1867.

NOTICE.—Consignees of Cargo per ship "BAYARD," Captain Jackson, from Liverpool, are requested to send off Boats for their Cargo without delay, otherwise the goods will be landed by the Captain as they come to hand at the expense and risk of the consignees.

Captain Jackson will not be responsible for the condition of any package after it leaves the Ship's Deck.

ROBINSON & Co., Agents for Capt. & Owners.

Bombay, 15th March 1867.

NOTICE.—Consignees of Goods per "EAGLET," Ginder, Master, from London, are requested to send off Boats for their cargo, without delay, otherwise the Goods will be landed by the Captain as they come to hand, at the expense and risk of the Consignees.

Captain Ginder will not be responsible for the condition of any package after it leaves the Ship's Deck.

RITCHIE, STEUART & Co., Agents for Capt. Ginder.

Bombay, 9th March, 1867.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XIX. of 1857 and of the BOMBAY CONTRACT & BUILDING COMPANY (LIMITED.)

THE CREDITORS of the abovenamed Company are required on or before the 10th day of April next to send their names and addresses and the particulars of their DEBTS or CLAIMS and the names and addresses of their Attorneys if any, to Messrs. John Beattie and Henry Gamble, the Official Liquidators of the said Company at their Office in Rampart Row, and if so required by Notice in writing from the said Official Liquidator or by their Attorneys to come in and prove their said Debts or Claims at such time as shall be specified in such Notice; or in default thereof they will be excluded from the benefit of any distribution made before such Debts are proved. MONDAY the 29th day of April next, at Half-past ten o'clock in the forenoon at the Court House is appointed by the Honorable Sir Joseph Arnould, Knight, for hearing and adjudicating upon the Debts and Claims.—Dated this 18th day of March, 1867.

CRAWFORD & HURRELL, Solicitors to the Official Liquidator.

SHIPPING.

OVERLAND FREIGHT ROUTE.

STEAM TO ADEN, SUEZ AND LIVERPOOL.

THE Bombay and Bengal Steam Ship Company (Limited) will despatch steamers to Suez on the 8th and 20th of each month calling at Aden. Returning steamers will leave Suez about the 5th and 20th of every month. Through Bills of Lading to Liverpool (by steamer from Alexandria) will be granted by the undersigned, and from Liverpool to Bombay by the Company's Agent in England.

RATES OF FARES TO SUEZ.

First Class.....	£45 } Exclusive of Wines.
Second Class.....	£25 }

For Freight or Passage apply to Messrs. Tod, Kennard & Co., 11, Rumford Street, Liverpool; Messrs. Tod, Rathbone & Co., Alexandria; or the undersigned at Bombay.

The S. S. "KRISHNA," 1,500 tons, Captain Conran, will be despatched on the 5th April.

STEARNS, HOBART & Co., Treasurers and Managers.

STEAM TO TRIESTE.

THE Bombay and Bengal Steam Ship Company (Limited) under arrangements entered into with the Australian Lloyd's Steam Navigation Company, book Passengers and Cargo through to Trieste:—

For Passengers.

First Class.....£64 10 0	Including Railway
Second Class.....£37 5 0	Transit thro' Egypt.

For further particulars and rates of freight apply to STEARNS, HOBART & Co., Treasurers and Managers.

Bombay, 3rd August 1866.

OVERLAND PASSENGERS.

GENTLEMEN proceeding Home should procure their requirements at BADHAM'S, the Goods will be found suited to the climate and of the most modern style.

REQUIREMENTS FOR THE VOYAGE.

½	Dozen Silk and Wool Shirts.	1	Scarf Ring.
½	„ Linen Collars.	1	Walking Stick.
½	„ Under-Vests.	1	Umbrella.
1	„ Fine White Cotton Socks.	1	Binocular Glass.
1	„ Fine Colored do.	1	Rug with Strap.
1	„ White Cambric Handkerchiefs.	1	Dressing Bag.
		1	Hand Portmanteau.
		2	Overland Trunks.
1	„ Colored do. do.	1	Clothes Bag.
1	(one) Overland Suit.	1	Opera Hat.
2	(two) Sleeping Suits.	1	Travelling Hat.
2	(two) Pairs Kid Gloves.	1	Courier Bag.
6	(six) Scarfs and Ties.	1	Easy Chair.

Apollo House. BADHAM & Co.

CORRESPONDING FIRM:

BADHAM BROTHERS.

BYCULLA OIL MILLS.—Raw Linseed Oil Rs. 2 5, Boiled Linseed Oil Rs. 2-9 per Imperial Gallon, delivered at the Mills. Quantities under 50 Gallons charged extra.

At ROGERS & Co.'s Works, Byculla.

"COCONADAS."—Just received a very superior batch of the following:—

"Burmahs," "Trichinopoly Muster," "Queen's," "Short Corringas," "French Muster," and the "new Havanna-shaped Cigar." Apply to

ROGERS & Co.

EUROPE HOTEL, 28, Dockyard Road, Mazagon. B. FELMON, the PROPRIETOR of the above Hotel begs most respectfully to announce to the Public and the Gentry of Bombay, that the Hotel which is fitted up and furnished in the most complete manner will be opened on the 25th instant to which the Patronage of the kind public is solicited.

The Wines, Liquors, and Beer are of the best description, good accommodation for Board and Lodging.

NOTICE.—A fellow that witnessed the Boat Race of to-day fancies he has a boat that will lick anything this side of creation and will run any boat for $1,000 from Dolphin Light House round the Sunken rock buoy, and back on the 31st March.

Rules,—No less than six oars to enter.

The Boat will be at Dolphin Light at 3 P.M., to start from there round to the southward Sunken rock buoy to a beam of H. M.'s *Octavia*.

An announcement will be made in a future advertisement where the money is to be staked.

EAST INDIA PRESS COMPANY (LIMITED).—This Company is prepared either to half press or full press COTTON at their stations, Julgaum and Sholapore, and to obtain for such Cotton IMMEDIATE DESPATCH by Rail.

ALEX. C. BRICE & Co., Secretaries and Treasurers.

10th March 1866.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII of 1865 of the Legislative Council of India, and in the matter of the ESTATE OF BURJORJEE RUSTOMJEE MISTRY.

Pursuant to an order made on the fourteenth instant by the Hon'ble Sir CHARLES SARGENT, the CREDITORS upon the ESTATE are required to send in their CLAIMS to Mr. GEORGE RAMSAY WILSON, at his Office in the Elphinstone Circle, before the 20th day of March instant, in default whereof they will be excluded from the benefit of any distribution of the assets of the said Estate.—Dated this 14th day of March 1867.

G. R. WILSON, F. A. SPENCER, JOHN GRAY } Trustees of the Estate of Burjorjee Rustomjee Mistry.

NOTICE.—CAPTAINS and AGENTS are respectfully informed that LENAHAN'S IRON WORKS are in full operation at the Victoria Bunder, next to the Gun Carriage Factory, Colaba. Ships' Boats can come alongside the Works, whereby a saving of about 20 per cent. may be reckoned on, as no Coolies or Carts are required to convey work to and from the interior of the Town as has been the practice hitherto, while the Charges will be found as moderate as those of other Workshops in Bombay. Orders for every description of wood work executed also.

In the Press

A COLLECTION

OF ALL THE

SPEECHES AND ADDRESSES

DELIVERED BY

H. E. SIR BARTLE FRERE, G.C.S.I., K.C.B.

ON DIFFERENT OCCASIONS,

From 1862 down to the present day.

Subscribers' names registered at the *Bombay City Press*, 51 Kalbadevie.

IMPORTANT REDUCTION IN THE PRICES OF THE GOSPEL OAK GALVANISED IRON.—(CORRUGATED SHEETS).—In consequence of an extension of the Works and a great economy in cost of production, a *very important reduction* of price, dating from 1st March 1867, is made, and this favourite Brand will now be found to compete on more equal terms of price with the commoner qualities in the market. Established in 1842, and is the old-st manufacture of Galvanised Iron in England. Obtained the *only* Prize Medal in the Trade at the Great Exhibition of 1862.

Gospel Oak Offices,

74, King William Street, London, E.C.

AGRI-HORTICULTURAL SOCIETY OF WESTERN INDIA.—The Public are informed that ANNUALS and PERENNIALS are for SALE at the VICTORIA GARDENS at ONE RUPEE a Pot.

Creepers of sorts at one Rupee each.

Common Annuals at 3 Rupees a dozen, and Roots, without pots, of Petunia and Coreopsis at one Rupee a dozen.

Detailed Lists may be seen either at the Gardens, or at the Office, Town Hall.

F. BROUGHTON, Surgeon Major, Offg. Honorary Secretary.

Town Hall, 18th Feb. 1867.

SORABJEE and NOWROJEE NANABHOY ESTATE.—CREDITORS of the above Firm are hereby requested to lodge their CLAIMS, accompanied by the relative Vouchers, with the Trustees; and DEBTORS to the Estate are requested to pay the amount of their DEBTS forthwith to Mr. A. C. MOORE, at the Office of the Trustees, Apollo House, Fort.

ROWLAND HAMILTON, J. A. J. SHAW, CURSONDASS NENSEE, } Trustees.

Bombay, 7th July 1866.

NOTICE.—We have THIS DAY REMOVED to No. 11, Medow Street. H. & A. BERENS.

Bombay, 1st March 1867.

ROSSELET & Co.

ESTABLISHED 1838.

CHRONOMETER MAKERS, JEWELLERS, OPTICIANS, ENGRAVERS, &c.,

No. 6, MEDOW STREET, FORT, BOMBAY.

IN the matter of Act XXVIII. of 1865 and of the ESTATE of HUGWANDASS PURSHOTUMDASS and PRANJEEVONDASS TOOLSEYDASS. All DEBTORS to this ESTATE are hereby required forthwith to pay to the undersigned the amount of their DEBTS, and all CREDITORS are requested at once to send in their CLAIMS with interest to the 28th July 1866 and accompanied with the necessary vouchers.

T. F. PUNNETT, Manager to the Trustees.

R. FELL & SON, Auctioneers & Commission Agents.

AUCTION SALE of HEERABAUGH ESTATE, ON THURSDAY, 28TH MARCH, 1867, at 12 O'CLOCK, BY ORDER OF THE MORTGAGEES.—Messrs R. FELL & SON, Auctioneers, will sell by PUBLIC AUCTION on the premises, on THURSDAY, the 28th March, 1867, at 12 o'clock, all that valuable Landed Estate, known as the "HEERABAUGH," situated in the Village of Parbutty, in the Havelee Pergunnah of the Poona Collectorate, which Garden bears Revenue Survey No. 17, and contains twelve acres and twenty-seven gaut Land and pays a total annual assessment of rupees forty-five to Government; together with the Bungalows and Outhouses standing thereon.

A deposit of 25 per cent to be paid down at the time of Sale, and the balance within fifteen (15) days.

For particulars and conditions of Sale, apply at Poona to R. Fell & Son, at Bombay, to Mr. Bimbington, Solicitor, and Messrs. Kelly & Co., Solicitors.

R. FELL & SON, Auctioneers and Commission Agents.

Poona, 18th March, 1867.

NOTICES.

PUNCH IN INDIA, No. V., for March—CONTRIBUTORS for the next number are requested to forward their MSS. at once.

PUNCH IN INDIA can be obtained *In Bombay*—At Messrs. THACKER, VINING & Co's Rampart Row, and Messrs. CHESSON & WOODHALL, No. 10, Hummum Street.

In Poona—At Messrs. ROGERS & Co., 23, Civil Lines.

In London—At Mr. G. STREET, 30 Cornhill.

ST. ANDREW'S LIBRARY.

THACKER, VINING & Co.

A Catalogue of CHEAP PUBLICATIONS, and of a large selection of New and Standard, with a list of Bohn's Publications, reduced to English Prices, is available on application.

THACKER, VINING & Co.

Rampart Row.

THE BRUNTON'S PATENT PRESS Co., CALCUTTA, (LIMITED).—NOTICE is hereby given that all SHARES on which the unpaid Calls, with interest at the rate of 12 per cent. per annum, from due date, shall not have been paid on the 1st March 1867, will be absolutely forfeited for the benefit of the Company, in terms of the Articles of Association.

By order of the Directors, SCHOENG, KILBURN & Co., Calcutta, 13th Feb. 1867. Secretaries and Treasurers.

METAL MART, BOREE BUNDER.—The business carried on by us at the Metal Mart, Boree Bunder, under the management of Messrs. FLETCHER and MITCHELL, will now be continued under the style of the METAL MART.

W. NICOL & Co., DUNCAN FLETCHER, Agent.

Bombay, 1st March 1867.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII. of 1865 and of the ESTATE of PREMCHUND ROYCHUND an insolvent trader.

NOTICE is hereby given, that the Honorable SIR CHARLES SARGENT, Knight, has fixed MONDAY the 25th instant, at 11 past 10 of the clock in the forenoon at his Chambers in the Court House for the appointment of a Trustee of the abovenamed ESTATE in the place of Mr. Henry Durance Cartwright who is about to leave India.—Dated this 15th day of March 1867.

CRAWFORD & HURRELL, Solicitors to the Trustees.

METAL MART, BOREE BUNDER.—Just arrived per *City of Coaton*, a small Parcel of GALVANIZED CORRUGATED IRON.

Recently to hand per *Michael Scott* and other Ships, a Fresh Stock of ENGINEERS' and CONTRACTORS' TOOLS.

Boiler Plates, Rivetts, Angle and T Iron,

Cast and Double Sheer Steel.

Steam Engines and Boilers.

Steam, Ballock Power and Hand Pumps.

Steam and Hand Travelling Cranes.

Ornamental Cast Iron Gates and Railings.

Ornamental Cast Iron Work for Verandahs.

Estimates given for every description of Machinery, Iron Work, Hardware or General Ironmongery Goods.

For W. NICOL & Co.,

D. FLETCHER, Agent.

Bombay, 7th March, 1867.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—Ordinary Original Civil Jurisdiction.

In the matter of Act XXVIII of 1865 of the Legislative Council of India and in the matter of the Estate of ARDASEER CURSETJEE FURDOONJEE.

PURSUANT to an order made on the seventh instant by the Honorable Sir CHARLES SARGENT, the creditors upon this Estate are required to send in their CLAIMS to Mr. GEORGE RAMSAY WILSON at his office in the Elphinstone Circle before the sixth day of April next, in default whereof they will be excluded from the benefit of any distribution of the Assets of the said Estate.—Dated this 11th day of March 1867.

G. R. WILSON, F. A. SPENCER, JEHANGIR RUSTOMJEE MODY, Trustees of the Estate of Ardaseer Cursetjee Furdoonjee.

MATCHES.

BRYANT & MAY'S

PATENT SAFETY MATCHES

LIGHT ONLY ON THE BOX.

Trade Mark—an Ark.

BRYANT & MAY'S

VICTORIA PARAFFIN MATCHES,

SLIDE BOXES.

BRYANT & MAY'S

JONKOPINGS TANDSTICKORS,

All the above are carefully packed, and guaranteed suitable for the Indian climate.

BRYANT & MAY, LONDON E.

NOTICE.—BOMBAY AND TROMBAY RECLAMATION COMPANY (LIMITED)—a SPECIAL GENERAL MEETING of the SHAREHOLDERS of this Company will be held at the Office of the Liquidators above the *Times of India* Office, No. 8, Church Gate Street, on SATURDAY the 30th March instant, at 3 P. M., to appoint a Liquidator of the above Company in the Room of Mr. HENRY DURANCE CARTWRIGHT about to proceed to England.

KELLY & Co., Solicitors for the Liquidators.

ST. ANDREW'S LIBRARY,

THACKER, VINING, & Co.

NOTICE.—Messrs. THACKER, VINING & Co. beg to notify to the Friends and Patrons of their Establishment that a PICTURE GALLERY and MISCELLANEOUS DEPARTMENT is now open on the FIRST FLOOR of the premises in Rampart Row, to which they are invited to pass a leisure half hour with the Pictures and Portfolios.

The LIBRARY, consisting of a vast collection of NEW and STANDARD BOOKS, POPULAR SERIES OF LIGHT LITERATURE, and all the best CHEAP PUBLICATIONS of the day remains on the lower floor.

A list of NEWSPAPERS and PERIODICALS with terms for supply of the same may be had on application.

Rampart Row. THACKER, VINING, & Co.

BOMBAY LANDING AND SHIPPING COMPANY (LIMITED.)—AN EXTRAORDINARY GENERAL MEETING of the SHAREHOLDERS will be held at the Company's Offices, David Sassoon & Buildings, Elphinstone Circle, (opposite the Mint) on MONDAY, the 25th March 1867 at 3 P. M. for the transaction of the following business.

1. To receive the Auditors Accounts and Statements made up to February 28th 1867.
2. To receive the Directors' Report.
3. To consider the present position and prospects of the Company, and to take the opinion of the Shareholders as to the future course to be adopted.
4. To pass such Resolutions with reference either to the future conduct or winding up of the Company as may be deemed necessary.

By order of the Board of Directors, J. R. K. JOHNSON, Bombay, March 11th 1867. Acting Manager.

THE FINANCIAL ASSOCIATION OF INDIA AND CHINA (LIMITED) is prepared to receive APPLICATIONS for LOANS on the MORTGAGE of LAND and HOUSE PROPERTY in Bombay.

DEPOSITS

Received on the following terms—

For 12 months' ..... 6 per cent.
6 months' ..... 5 per cent.

By order of the Board, Bombay, 1st Jan. 867. JOHN SMITH, Manager.

THE OCEAN MARINE INSURANCE COMPANY, LONDON.—CAPITAL £1,000,000 STERLING.—The undersigned have been appointed Agents, and are prepared to accept risks on behalf of the above Company.

W. NICOL & Co. Bombay, 15th December 1866.

TO GENTLEMEN OR INVALIDS GOING TO MATHERAN, POONA, MAHABLESHWUR, OR NEILGHERIES.—FOR SALE—A new BATH CARRIAGE, or CHAIR, handsomely fitted up and very roomy, made to order by THORN, expressly for a gentleman in Bombay, suited to be drawn by either a Pony or by hand, with framed knee flap, hood joints and caloche, lined with morocco and cloth. Apply to

Mr. A. B. COLLET, Girgaum Coach-works.

GREAT RAFFLE OF JEWELLERY, consisting of the undermentioned Prizes. To be Raffled for by 100 Members at Rs. 10 each. THIRTY PRIZES. On view at Messrs. EZUNJEE & NUSSERWANJEE'S, 10, Sassoon's Buildings, Elphinstone Circle.

Prize No.			
1	Gold Watch.		
2	Rt. Gold Watch Guard and Locket.		
3	Gold Locket for 12 Portraits Book Pattern.		
4	Do.	8	do.
5	Do.	6	do.
6	Do.	4	do. Oval.
7	Do.	3	do. Book Pattern.
8	2 Bt. Gold Lockets large and Small.		
9	1	Do.	and 1 colored Gold.
10	1	Do.	1 do.
11	1	Do.	1 do.
12	1	Do.	1 do.
13	1	Do.	1 do.
14	1	Do.	1 do.
15	1	Do.	1 do.
16	1	Do.	1 do.
17	1	Do.	1 do.
18	1	Do.	1 do.
19	1	Do.	1 do.
20	1	Do.	1 do.
21	1	Do.	1 do.
22	1	Do.	1 do.
23	1	Do.	1 do.
24	1	Do.	1 do.
25	1	Do.	1 do.
26	1	Do.	1 do.
27	1	Do.	1 do.
28	1	Do.	1 do.
29	1	do.	do.
30	1	Do.	For the lowest thrower.

NOTICES.

રેલવેનાં ઈશ્તેશનો ઉપર જાહેર ખબર.

"મુંબઈ ગેજેટ" ના માલીકે પોતે ખરીદ કરેલી પેનીનસુલા રેલવે કંપની અને મુંબઈ, બરોડા, અને સેનટર્લ ઇન્ડીઆ રેલવે કંપની એઓની માથેથી (બીજા બધલાએક હકોનો) આ બંધે રેલવે કંપનીનાં ઈશ્તેશનો ઉપર જાહેર ખબર પરથીજ કરવા માટેનો હક તેણે એખલાએ પોતે લીધેલો છે. જે ઉપરથી તે બંધે માંની કોઈ પણ લાઈન ઉપર જેઓ ચોતરણી, જાહેર ખબર, અથવા પબ્લીકરી ચોપડાવા માંગતા હોય તે માટેનો ઇજારો લેવાને તે તઇયાર છે.

જાહેર ખબર મંગરેજી જુબાણમાં હોય કિંવા બીજી પણ ગામડી જુબાણમાં હોય તોપણ ચોપડાવામાં આવશે.

રેલવેનાં ઇશ્તેશનો ઉપર જાહેર ખબર પરથીજ કરીઆથી જે કાઢેલીઓ થાએછે તે ઇંગ્લનાદ્રેડ કીંગડમની દરેકેક ઇશ્તેશન ઉપર, નાંકા કે મોટા, તે ઉપરથી દરેકેક રેઢાણે જાહેર ખબરનો મોટો ઊપીઓગ કરવાનો રવઇઓ ધગલ ડના લોકોમાં પડેલો છે.

વીમાની કંપણીઓ, વાંદાણ ખાતાંની કંપણીઓ, હોતેલ કીપરો, વેપારી, ધંધાદારી, અને બીજાઓ જેઓ પોતાની ધંધાના આબદ પરજની જાણમાં લાવવા માંગતા હોએ તેઓ બધલાઓ રેલવેનાં ઇશ્તેશનો ઉપર જાહેર ખબર છપાવવાનાં હકની કીમત બુજેછે.

હીનદુશ્થાન મધે હેવી પરકારે જાહેર ખબર છપાવવાનો હક કેમ નહી કીમતી થાઈ પડે તે બીજે કાંઇપણ કારણ નજર આવતું નથી. આગમણ હીનદુશ્થાનની બે મોટેરી લાઇનો ઉપર ગાંમડી ઉતારૂઓની આવજવ મોટેરો અને વધતો થાએ છે તે જોતાં ગાંમડી વેપારી, ધંધાદારો, અને બીજા ઓ (જેઓનાં જોબામાં આવશે કે તે લોકોની જુબાણમાં જાહેર ખબર છાપવાની હકની કીમત બુજેછે. તેઓને માલમ પડવાનું કે તેઓનો, રોજગાર વધારવા માટેની જાહેર ખબર રેલવેનાં ઇશ્તેશનો ઉપર મારવાથી લાભકારીક થાઇ પડશે. ઘણીથી છેલ્લા પત્રક ઉપરથી જોબામાં આવેછે કે મુંબઇ, વરોડા, અને મધ્યમ હીનદુશ્થાનની રેલવેનો મારફતે તારીખ ૧૭ મી નવેમ્બરના આખરવારમાં અથવાડીઆમાં ૨૬,૦૮૭ ઊતારૂઓનો આવજવ થાએ હતો: અને તારીખ ૨૫ મી નવેમ્બરના આખરવાર અથવાડીઆમાં ગરેઇ ધનદીઅન પેનીન થુલા રેલવેની મારફતે ૫૭,૦૫૬ ઊતારૂઓનો આવજવ થાએ હતો.

જાહેર ખબર પરથીધ કરનારાઓનાં "તેશત" (સંખ્યાદ) પરમાણે પબ્લીકરો "મુંબઇ ગેજેટ" છાપ ખાંનાં મધે છાપી આપવામા આવશે.

જાહેર ખબર છપાવનારાઓની બંધે લાઇનોમાંના જે જે ઇશ્તેશનો ઉપર પબ્લિકરો ચોપોડાવા માંગશે તાહાં ચોપડાવામાં આવશે, અને તેઓ રાજી થાએ તેટલી મુદતવેર જાહેર ખબર છાપશે. જાહેર ખબર છપાવનારાઓને માટે કે નવો મારગ જાહેરાતયા આણવામાં આવીઓ છે તે છુટથી તેઓ વાપરે તેટલાંમાટે ભાવ ઘણો મધ્યમસ મુકરર કરવામાં આવીઓ છે.

જાહેર ખબરની બરત "મુંબઇ ગેજેટ" છાપાખાનાનાં માનેજરલા મેલવાથી જણાશે.

"મુંબઇ ગેજેટ" પરેશ, તારીખ ૨ જી જાંણેવારી ૧૮૬૭.

રેલવે ઈસ્ટેસનાવર જ્યોહાર खबर.

मुंबई ग्याजिट छपाखान्याचा मालक याने ब्रेट ईडीयन पेननसुला रेलवे आणि मुंबई, बरोडा, आणि सेनटर्लर्ल इंडीया रेलवे कंपनी पासुन दुस्या कितीएक हका मधुन हा एक कवुल मीळविले आहे. तो आसाकी दोनी रेलवे कंपनीच्या सर्व इस्टेसनावर ज्याहीराती प्रगट करण्याचा. याजवरुन जे ज्याहीर खबरी अथवा ब्लेकारड म्टेसनावर लावण्यास इछीत आसतील तेघेण्यासाठी तयार अहित. ज्याहीराती इंग्रेजीत कवि दुसरे भाशेत असल्यास लावण्यातयेतील.

रेलवेवर ज्याहीरोंता प्रसीद करण्याणे जो फायदाहोइल तो युनाईडेड कींगडमाचा दरयेक इस्टेसनावर लहानकीवामोठी यावरती दरयक ठीकाणी ज्याहीर खबरीच्या मोठा उपयोग ई गलंड्या लोकांस आलाआहे.

बीम्याच्या कंपन्या, तारवाच्या खात्याच्या कंपन्या, पोचखाने राखणारे, व्यपारी व दुसरे जे आपला धंद्याबाबद दूस्यास समजण्या करीता मागतात त्या सगळ्या रेलवे स्टेसनावर ज्याहिर खबरी लावण्यास हक मीळेल.

हींदुस्थाना मधें ज्याप्रमाणे ज्याहिर खबरी लावण्याचा हक्क कां कीमतवान पडणारनाही याजवीषयी कारण नजरेस यतनाही. पछीमहींदूस्थानच्या देानमोठ्यालाइनीवरती गावटी उतारू यांचे यणेजाणे फार मोटे वाडले आहे. गावटी उतारू धदेवाले व दुसरे याच्या जाहिराती पाहण्यातयतील आणी पाहता त्यांचे भाषेमधे ज्या हीराती करण्यास हक्क आहे त्यास रेलवे स्टेसनावर ज्याहीरातीने वयाच्या व्यापाराची महीती जास्ती होइल.

सर्वाहुन सेवट्यापत्रावरून पाहण्यात येतेकी मुंबई, बडोदा, आणि सेनर्टल इंडीया रेलवेचे ता० १७ वी नवेंबर आखेर आठवड्यात २९,०८७ उतारूचायेवजावज्याला आणि ता० २५ सावी नवेंबरच्या आठवड्यत ब्रेट इंडीयन पेननसुला रेलवे कपनीत ५७,०९६ उतारूचें येवजाव झाला.

ज्याहिर खबरी प्रसीध करणारचि खुसीप्रम

COMMERCIAL INTELLIGENCE.

THE SHARE MARKET.

FRIDAY AFTERNOON.

Market very flat. No business done.

BOMBAY DAILY BILL AND STOCK LIST.

BANKS.

Subscribed Capital.	Nominal value of Sh.	Paid up.	Divid. declared.	Names.	Rates.
	Rs.		per ct.		
2,140,000	4,000	4,000	8	Bank of Bengal ...	7,500 per share.
10,45,000	1,000	1,000	8 p ct.	Bank of Bombay ...	934 p. ct. dis
1,200,000	250	150	.....	Bombay Pres. Bank.	68 per sh.
2,000,000	200	200	625 p c	Bombay Trading & Banking Association	43 per share.
3,000,000	100	100	.....	Bombay Banking Company	69 per share.
1,000,000	250	250	nil	Central Bank...	10 per share.
800,000	300	200	5	Chartered Bank of India A. & China	150 per share.
800,000	200	75	.....	China Bank ...	18 per share.
1,000,000	250	250	12½	Chartered Mercantile Bank of Ind. London & China	85 ex-div.
1,500,000	200	200	12	Comptoir d'Escompte d'Paris ...	Nominal.
1,200,000	500	500	9	Delhi and London...	No quotation.
400,000	200	200	.....	Indian Peninsular London & China ...	15 p share.
3,750,000	1,000	1,000	15	Madras Bank...	80 p. ct. p.
1,000,000	250	125	8 p ct	National Bank of India ...	112 per sh.
1,500,000	250	250	10	Oriental Bank C	75 p ct. p. ex-di
600,000	200	200	.....	Royal Bank of In	36 per share
.....	250	100	.....	General Bank ...	50 per share. [o

FINANCIAL ASSOCIATIONS.

.....	400	100	15	Bengal Credit Mob.	40 per sh.
750,000	300	100	Est p.a	Bombay General Credit & Finan. Cor. ..	99 p. share.
1,200,000	400	150	.....	Financial Assn. of India and China	49 p. share.

LAND COMPANIES.

2,000,000	10,000	5,000	.....	Back Bay Reclamation Co.	2,000 p. s
1,000,000	1,000	1,000	20 p s	Elphinstone Land Co.	485 per share.
1,000,000	1,000	400	.....	New Dhoor ...	100 p. s.
2,000,000	10,000	4,000	.....	Freere Land Co. ..	110 p.s.
110,000	2,000	999	.....	Homestead Land Investment Co. ..	45 per share
100,000	5,000	4,000	.....	Mazagon Land and Reclamation Co..	550 p. sh
.....	2,000	1,100	25 p s	Port Canning.... ..	100 per share
2,100,000	10,000	6,200	.....	United Victoria & Colaba Land Co..	1,020 p. sh.

SHIPPING COMPANIES.

200,000	5,000	3,000	.....	Bombay Ship Co...	1,500
250,000	2,000	2,000	25	B. Coast and river Steam Nav. Co..	No quotations.
60,000	1,000	1,000	.....	Bombay Landing & Shipping Co ..	1,015 per share.
300,000	5,000	1,500	.....	Bombay and Bengal Steam-ship Co..	500 to 5.
160,000	4,000	2,500	.....	Princess W. Ship Co.	
150,000	500	500	.....	Viegas Patent Ship & Boundry Co.	225 per share.
		1,000	.....	Union Shipping Co Limited	
.....	.....	1,000	.....	Western India Ship Co.	No quotations.

RAILWAY COMPANIES.

£20	all	5 p ct.	G. I. P. Railway Consolidated Stock ..	225 per sh.
£20	£15	5 p ct.	Do. New £20 shares	
£20	£5	5 p ct.	Do.	No quotations.
£100	all	5 p ct.	Bombay, Baroda & C. I. R. Co.....	

EXCHANGE.

On.	Terms.	Rates.
London Banks ...	4 months' sight...	2s. 0¾d.
Do. Credits...	4 Do. do. ...	2s. 1d.
Do. Documents	4 Do. do. ...	2s. 1¼d.
Calcutta	At sight ...	99.
Do.	10 days' sight ...	99¼.
Do.	20 Do. do. ...	98.
Madras...	30 Do. do. ...	1 dis.
China	6 months ...	548 nominal.
China House Bills ...	10 days sight ...	215.

RATES OF DISCOUNT.

BANK OF BOMBAY.

Government Securities .. .. 6 per cent.
Mercantile Bills .. .. 9 do.

BANK OF BENGAL.

Government Securities .. .. 8 per cent.
Mercantile Bills .. .. 11 do.

GOVERNMENT SECURITIES.

Four Per cent. Sicca Rs.	Transfer Loans	.. .. ..	Rs.	88½
.. .. Sicca ..	Loan 1855-56	.. .. ..	..	92
.. .. Co.'s ..	1852-53	.. .. ..	..	
.. ..	1842-43	.. .. ..	..	85
.. ..	1854-55	.. .. ..	..	
Five per cent. Co.'s Rs. Loan	1856-57	.. .. ..	..	104 to 104½
Five per cent. Public Works Loan	1864-65	.. .. ..	..	103
Five and a half per cent.	.. .. ..	.. .. ..	..	109

PRICES OF BULLION, &c.

Sovereigns each	..	..	..	Rs. 10-8-0
Bank of England Notes	..	..	..	.. 10-4
Spanish Dollars	..	..	..	.. 225
Carolus	..	..	..	.. 226
Mexican Dollars	..	..	..	.. 220
German Crowns	..	..	..	.. 228
Five-Franc Pieces	..	..	..	.. 218
Bar Silver	..	..	..	.. 10-8-0
Gold Leaf	..	..	..	.. 16-10
Bar Gold 19 ct. English	..	..	..	.. 15- 0

DAILY COTTON MARKET REPORT.

BOMBAY, 22ND MARCH.

OLD.	PER CANDY.
Dharwar Sawgineel	230 to 235
Dhollera	195 to 215
Bhownuggur	
Surat	185 to 205
Broach	
Oomrawuttee	200 to 210
Akote	
Khandeish	190 to 199
Barsee	
Comptah	225 to 230
Vingoria	215 to 229
Veeravul	190 to 195

NEW.	
Oomrawuttee	245 to 252
Akote	
Khandeish	245 to 250
Barsee	
Dhollera	245 to 255
Bhownuggur	
Hinguniaut	270 to 275
Broach	245 to 255
Veeravul	225 to 230
Vingoria	230 to 235

Ready Sales..... 600 Candies.
For Future Delivery... 100 Candies.
Market dull.

MILITARY.

ARRIVALS.—MARCH 22.

Jones, Veterinary Surgeon A. A., Royal Horse Artillery, on duty, from England.
Pile, Veterinary Surgeon J., Royal Artillery, on duty, from England.
Roberts, Captain C. P., Royal Artillery, on duty, from Belgaum.
Schneider, Colonel, 2nd Grenadier Regiment N. I., on leave, from Surat.
Knopp, Surgeon Major J. M., 23rd M. L. I., on leave, from Poona.

DEPARTURES.—MARCH 22.

Gibb, Captain, Royal Artillery, on duty, to England.
Corbett, Assistant Surgeon, Royal Artillery, on duty, to England.
Bampfield, Ensign, 34th Foot, on duty, to England.
Cockburn, Lieut., 49th Foot, on duty, to England.

ARMY GENERAL ORDERS.

BY THE COMMANDER-IN-CHIEF.

Adjutant General's Office, Poona, 21st March, 1867.

The following General Order by His Excellency the Commander-in-Chief in India is published for information.

Head Quarters, Calcutta, 11th March.

The Commander-in-Chief in India is pleased to make the following promotion, until Her Majesty's pleasure shall be known.

96th Foot.—Ensign W. Newbrigging, to be Lieutenant by purchase, vice Davies who retires.

SHIPPING.

MARCH. ARRIVALS.

22 Ada Vica Scoudra R. Lusmee ..... Nacoda ..... Cochin, Feb. 20.
H. M.'s commander (s) .... Curew ..... Aden, March 10.
Sir John Lawrence (s) ..... Kingcome ..... Cochin, March 16.

THE Brig *Latcher Persad*, Nacoda, bound to Cochin and Tuticorin, obtained her port clearance yesterday.

The following vessels began to load yesterday :—
Ship *Nineveh*, for Liverpool.
Ship *Preanchand nagchund*, for Liverpool.
Ship *Gladestone*, for Hongkong.
Ship *Gutinosa*, for Liverpool.
Barque *Shapoorjee Heerjee*, for Cochin, Tuticorin and Colombo.
Schooner *Malin*, for Colombo.
P. and O. Co.'s S. S. *Nurbudda*, for Aden and Suez.

BENGAL.

DEPARTURE.—March 19th, Steamer *Arracan*, Ships *Earl Russell River Clyde*, *Corona*, *Stratton Astley*, and Barque *Sumroo*.

"PUNCH IN INDIA."

MARCH NUMBER.

CONTENTS.

CARTOON—Punch in India's tribute to Sir Bartle Frere.
HALF SHEET—The Bombay Races in 1868.
QUARTER SHEET—Parseiana.
Jack and the Sepoy.
Justice and the Loafers.
St. Dunstan and the other fellow; and several other Vignettes.

CALENDAR.—MARCH, 1867.

PHASES OF THE MOON.

Full Moon ... ... 24th Ih. 49m. P. M.
Last Quarter ... ... 28th 6h. 37m. P. M.

Days.	Dates.	Sundays, Festivals, &c.	Sun Rises.	Sun Sets.	High Water Bombay Harbour. Morn.	High Water Bombay Harbour. Even.	Evening Office.
			h. m	h. m	h. m.	h. m.	
Sat.	23	Venus rises at 5-38 A. M.	6 3	6 10	0 33	0 51	
Sun.	24	3rd Sunday in Lent.	6 2	6 11	1 7	1 24	
Mon.	25	Annunciation—Lady Day	6 2	6 11	1 45	2 1	
Tues.	26	Evening twilight ends 37m	6 2	6 11	2 29	2 47	
Wed	27	Mercury in inferior conjunction with Sun at 5-29 A. M.	6 0	6 11	3 2	3 27	
Thurs	28	Sunrise rises at 9-25 P.M.	5 59	6 12	3 54	4 23	
Fri.	29	Mercury rises at 5-39 A.M.	5 58	6 12	4 55	5 30	

Moon's Age at Noon on 1st March, 13 Days 21 Hours 0 Minutes.

NEW ADVERTISEMENTS.

THE INDIAN TRAVELLERS' GUIDE FOR MARCH,

PRICE—EIGHT ANNAS.

CONTENTS :—

MAP.
Contents.
Index to Railway Stations
Index to Places by Steamer and Dak
Introduction
Guide to Places of amusement in Bombay.
RAILWAY TIME TABLES :—
Great Indian Peninsula Railway
Bombay, Baroda, and Central India Railway
Scinde Railway
Punjaub Railway
East Indian Railway
Eastern Bengal Railway
Calcutta and South Eastern Railway
Great Southern of India Railway
Indian Branch Railway
Madras Railway
STEAM NAVIGATION COMPANIES :—
P. and O. Co.
Bombay and Bengal S. S. Co.
Messageries Imperiales
Austrian Lloyds
Euphrates and Tigris Steam Navigation Company
British India Steam Navigation Company
Bombay Coast and River Steam Navigation Company
China Steamers
Indus Steam Flotilla
Punjaub Steam Flotilla.
Irrawady Flotilla
India General Steam Navigation Company
DAK COMPANIES :—
Agra and Nassick Mail Carts
North Western Dak Company
Dandy Horse Carriage Dak
Delhi and Umritsur Dak
Punjaub and North Western Company
Commercial Transport Association Company
Deccan Horse Dak
ROUTES BY STEAMERS.
ROUTES IN THE BOMBAY PRESIDENCY, &c.
ROUTES IN THE CENTRAL PROVINCES.
LIST OF TRAVELLERS' BUNGALOWS ALONG THE TRUNK ROADS OF WESTERN INDIA.
SCALE OF FARES FOR SHIGRAMS, BUGGIES, &C. IN BOMBAY.
SCALE OF FARES FOR BOATS FOR BOMBAY HARBOUR.

The Map shows the Railways, Railway Stations, Roads, Lines of Internal Navigation, &c.

Published at the *Bombay Gazette* Press.

AGENTS:

Bombay:—Messrs. Cheson and Woodhall and Messrs. Thacker, Vining & Co.; and all Railway Stations and Hotels.
Poona:—Messrs. Cheson and Woodhall, East Street,
London:—F. Algar, 11, Clements Lane.

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Demy 8VO. *in neat Wrapper—Price* 8 *annas.*

THE NEW

INDIAN CUSTOMS' ACT.

Orders are being registered at the *Bombay Gazette* Press. A considerable reduction in price will be made to parties requiring large numbers.

COFFEE ESTATES FOR SALE.—The RICHELIEN Estate and the RICHVILLE Estate situate in the Manantoddy District, Wynaad. Apply to EDWARD BATES & Co.

VETERINARY AND LIVERY STABLE COMPANY (LIMITED.)—FOR SALE, a Pair of Grey Carriage HORSES, the property of Dr. HUNTER. One horse carries a Lady well.
Bombay, 22nd March, 1867.

TO RACKET PLAYERS.—A RACKET KIT consisting of Bat, Balls, and Shoes, in a lock-up Mahogany case—Price Rs. 40.
TREACHER & Co., (LIMITED).
Bombay and Poona.

FOR SALE.—A 14-inch DUMPY LEVEL and two 14-feet LEVELLING STAVES, by TROUGHTON and SIMMS. The Level is almost new, and was made to order. Price Rs. 315 for the whole.—*Cash.*
CHESSON AND WOODHALL.
No. 10, Hummum Street.

TO LET.—GODOWNS at Victoria Bunder each capable of holding upwards of 1,000 Bales of Goods. Rent Rs. 150 per month. Apply to
REMINGTON & Co.,
Secretaries and Treasurers,
United Victoria, and Colaba Reclamation and Pier Company (Limited).
Elphinstone Circle, 22nd March, 1867.

FOR SALE.—The Steam-tug "SPITFIRE," 70 H. P., Register Tonnage 74 tons, Built in 1864, by W. Denny and Brothers, Dumbarton. Also the Steam-tug "STURDY" 45 H. P.; 52 Tons. Built in September 1863, by Hart and Sinnott, Liverpool. Apply to
REMINGTON & Co.,
Secretaries and Treasurers,
United Victoria, and Colaba Reclamation and Pier Company (Limited).
Elphinstone Circle, 22nd March, 1867.

NOTICE.—IN the matter of the Indian Companies Act, and of the IMPERIAL BANKING AND TRADING COMPANY. The Honorable Mr. JUSTICE SARGENT has appointed SATURDAY, the 30th day of March instant, at 11 of the clock in the forenoon, in the High Court, to hear any contributories of the above Company who may object to their names being included in the list of Contributories of the above Company, as settled by the Liquidators of the said Company, and if no sufficient cause be shewn by the said Contributories or any or either of them to the contrary at the time and place aforesaid, they, he or she will be included in such list accordingly.—Dated this 22nd day of March, 1867.
C. E. & F. STANGER LEATHES,
Solicitors to the Liquidators.

THE BOMBAY COAST AND RIVER STEAM NAVIGATION COMPANY (LIMITED.) —NOTICE.—The Seventh half-yearly GENERAL MEETING of this Company will be held at the Registered Office of the Company, Sassoon's Buildings, No. 7, Apollo Street, Fort, on FRIDAY next, the 29th instant at 3 P. M. To receive the Directors' Report and Statement of accounts to the 31st December 1866.
To elect Directors and Auditors for the ensuing year.
By order of the Board of Directors,
J. A. SHERRIFF, Manager.
Sassoon's Buildings, No. 7, Apollo Street, Bombay, 22nd March, 1867.

THE ALBERT PRESS COMPANY OF KURRACHEE (LIMITED).—NOTICE.—The FOURTH ORDINARY GENERAL MEETING of the SHAREHOLDERS of this Company, will be held at the Office of the Secretaries and Treasurers, Sassoon's Buildings, Elphinstone Circle, Bombay, on SATURDAY, the 30th March, 1867, at 3 o'clock P. M., to receive the Directors' Report and Balance Sheet to 31st December, 1866, to elect Directors and to appoint Auditors for the ensuing year.
By order of the Directors,
FULCHER, COOPER & Co.
Secretaries and Treasurers.
Bombay, Sassoon's Buildings, Elphinstone Circle, 22nd March, 1867.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—ORDINARY ORIGINAL CIVIL JURISDICTION.

In the matter of the Indian Companies Act 1866 and in the matter of the NATIONAL FINANCIAL OF INDIA (LIMITED.)

NOTICE is hereby given, that the Petition for the winding up of the abovenamed Company by the High Court of Bombay presented on the 30th day of January, 1867, by PAUL EDWARD BENDIR the Official Liquidator of the EAST INDIAN TRADING AND BANKING COMPANY, LIMITED, directed to be heard on the 25th day of February, 1867 was on the said 25th day of February, 1867, ordered to stand over for hearing until MONDAY the 8th day of April, 1867, with leave for all parties, to come in.—Dated this 22nd day of March 1867.
KERR, RAMSDEN & PRESCOT,
Petitioner's Attorneys.

THE ROCKY MOUNTAIN WONDERS, MAMMOTH PAVILION, ESPLANADE.

THIS EVENING, SATURDAY, 23RD MARCH,

At ½-Past Eight,
A GRAND AND BRILLIANT REPRESENTATION,
OF EXQUISITE GYMNASTIC PERFORMANCES
WITH SEVERAL NEW AND EFFECTIVE
FEATURES
BY THE
CELEBRATED ROYAL ARTISTES,
THE ROCKY MOUNTAIN WONDERS.

Doors open at ½ past 7.

PRICES OF ADMISSION.
First Class.....Rs. 5 | Second Class...Rs. 3
Third Class.....Rs. 1
Children under ten years, half price to First and Second Class only.
Tickets to be had at the Box Office, Mammoth Pavilion, Esplanade, from 10 A. M.
A number of Private Boxes, fitted for the express accommodation of Families, admitting five, Rs. 20.
Doors open at 7½—Performance to commence at 8½.

THE
"BOMBAY SATURDAY REVIEW"
IS
Published every Saturday afternoon at six o'clock

THE
"BOMBAY SATURDAY REVIEW"
OF THIS AFTERNOON
WILL CONTAIN :

LEADING ARTICLES :—
I. The Capital of India.
II. Municipal Taxation.
III. The Compensation Order Committee.
IV. New America.
THE WEEK.
LOCAL AND GENERAL NEWS.
LATEST TELEGRAPHIC INFORMATION, EUROPEAN AND INDIAN.
COMMENTS ON THE WEEK,
WITH ALL
THE COMMERCIAL, SHIPPING & MILITARY NEWS OF THE WEEK.

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RATES OF ADVERTISING.

Five lines and under.....Rs. 4 0
Sixth and succeeding lines, each ..... " 0 6

Printed and Published at the *Bombay Gazette* Office, Medow Street, Fort, Bombay.

NEW ADVERTISEMENTS.

BOMBAY VOLUNTEER RIFLES.—Regimental Orders by the Commandant.

During the ensuing week No. 1 (Fort) Company will parade at the Town Hall as follows :—MONDAY, 25th at 6-30 A. M.; TUESDAY, 26th at 5-30 P. M.; FRIDAY, 29th at 6-30 A. M.; SATURDAY, 30th at 5-30 P. M.

By order,
W. P. WALSHE,
Instructor of Musketry and Acting Adjutant.
Head Quarters, S, Meadow Street, 23rd March, 1867.
N. B.—The orders relative to parade for the following week will be published in the *Bombay Gazette* and *Times of India* Newspapers every SATURDAY until further orders.

FOR SALE at reduced Prices, Portable and Horizontal Steam Engines. On view at the PRINCE OF WALES' PRESS COMPANY'S Premises at Colaba. Apply to SIR CHARLES FORBES & Co.
Bombay, 22nd March, 1867.

NOTICE.—FOR SALE, GOOD STEAM COAL.—Tenders will be received at the MINT up to the 1st proximo for the purchase of about 1,200 tons, more or less, of surplus Coal,—Terms,—the highest offer will be accepted, the Coal to be paid for as delivered, and to be removed without delay.
For Asst. to Mint Master.
H. M.'s Mint, Bombay, 21st March, 1867.

NOTICE.—FOR SALE a quantity of Troop and CUDDY STORES landed ex Ships "DILAWAR" and "DILHARREE" in excellent order, consisting of Beer, Pork, Flour, Preserved Meats and Vegetables, &c., also Porter in bottle and bulk.
For particulars as to price, &c., apply to
Bombay, 22nd March, 1867. W. NICOL & Co.

P. & O. S. N. COMPANY.—REDUCED RATES FOR RETURN PASSAGES. It is hereby notified that passengers embarking at this Company's steamers, within six months of their arrival from India, and *vice versa*, will be allowed a reduction of 20 per cent. on the return passage money.
GEORGE P. BARNEY,
Bombay, 22nd March, 1867. Supt. P. & O. Co.

NOTICE.—Consignees of Cargo per ship "BEANN GAMBA," Captain W. MCCANN, from Calcutta, are requested to send off Boats alongside the ship for their respective Goods, as they come to hand, otherwise the same will be landed by the Captain at the risk and expense of the consignees.
Captain MCCANN will not be responsible for the condition of any package after it leaves the Ship's deck.
P. P. EWART, LATHAM & Co.
ALFRED WAKE.
Agents, Ship Beann Gamba.
Bombay, 22nd March, 1867.

CHAMBER OF COMMERCE.—NOTICE —A SPECIAL GENERAL MEETING of the Members of the Chamber of Commerce, will be held on SATURDAY, the 30th instant, at 12 o'clock noon, at the Offices of the Chamber, Graham's Buildings, for the purpose of electing a Chairman in the room of the Hon'ble A. J. HUNTER, resigned, in consequence of being about to proceed to Europe.
The attendance of Members is particularly requested.
By order of the Committee,
JAMES TAYLOR, Secretary.
Chamber of Commerce, 22nd March, 1867.

MANOCKJEE RUTTOONJEE'S TRUST.—All DEBTORS to this ESTATE are hereby required forthwith to Pay to the undersigned, the amount of their Debts; and all Creditors are requested without delay to send in their Claims made up with interest to 27th day of July, 1866, with necessary Vouchers.
J. A. MACFARLANE,
JOHN GRANT,
KESSOWJEE BHASKERJEE,
Trustees to the Estate of Manockjee Ruttoonjee.
No. 1, Sassoon's Buildings, 22nd March, 1867.

IN THE HIGH COURT OF JUDICATURE AT BOMBAY.—ORDINARY ORIGINAL CIVIL JURISDICTION.

In the matter of Act XXVIII. of 1865 and in the matter of the Estate of PREMCHUND, ROYCHUND an insolvent trader.

NOTICE is hereby given, that by an order made by the Honorable Sir CHARLES SARGENT, KNIGHT, dated the 21st day of March instant, Mr. THOMAS FISHER PUNNETT was appointed a Trustee of the above named in the stead of Mr. JOHN LAIDLAW SCOTT, who has left India.—Dated this 22nd day of March, 1867.
CRAWFORD AND HURRELL,
Solicitors to the Trustee.

THEATRE ROYAL, GRANT ROAD.—The Officers of H. M.S. *Octavia*, and H. M. 25th N. I. I. will give a performance on THURSDAY, the 28th inst., in aid of the Fund for the relief of destitute Europeans, on which occasion will be introduced the screaming Farce entitled—

"MY FRIEND THE MAJOR;"
and the Eastern Farcical Extravaganza,
"THE PACHA OF PIMLICO."

By the kind permission of Commodore Hillyar and the Officers, the Band of H. M. S. *Octavia* will be in attendance.
Tickets can be obtained at Messrs. Soundy and Co.'s, and at the Theatre on the night of performance.

Dress Circle	Rs. 5
Stalls (Reserved)	" 5
Stalls (Unreserved)	" 3
Gallery	" 2

Doors open as half-past eight. Performance to commence at nine.

AUCTION SALE OF HOUSEHOLD FURNITURE, &c., on WEDNESDAY, the 27th March, 1867, at 1 P.M., Messrs. BEZONJEE & NUSSERWANJEE are instructed to sell by PUBLIC AUCTION, at their Rooms, No. 19, Sassoon's Buildings, Elphinstone Circle (west side), by order of the TRUSTEES of DORABJEE PESTONJEE.

Such as Blackwood Sofas with Spring and damask, Chairs, lined with damask, Dining, Round Pier, Octavo, Dressing and Washhand tables, Bedsteads, Tea-poys, Cupboards, Chest of drawers, Hatstands, Screens, Easy Chairs, Camp cots, Bedsteads, with step, Baby Cradle, Looking Glasses, Pictures, Music box, Clocks one by French, Child's Horse, English Carpets, Organ Lamps, Lustres, Crockery, &c.

1 Set white and blue Dinner Service, Decanters, Wine Glasses and Tumblers, Plated, Double Branch, Pillar Shades, Waiters, Curry Dishes and Rice Dishes. One Lot English and Gourmier Book's, Iron Couches, China Garden Chairs, Pot stands, Garden Pump, Copper utensils, Single and Double Harness, and one Lot of Office Furniture.

LATEST DATES RECEIVED.

ADEN	Mar. 14	LAHORE	Mar. 13
AGRA	Mar. 16	LONDON	Feb. 26
ALLAHABAD	Mar. 18	MAURITIUS	Sept. 18
AUSTRALIA	Feb. 26	MADRAS	Mar. 15
ALEXANDRIA	Mar. 7	MALTA	Feb. 28
BANGALORE	Mar. 16	MEERUT	Mar. 18
CALCUTTA	Mar. 16	OOTACAMUND	Mar. 16
CAPE	Feb. 11	OUDH	Mar. 9
CEYLON	Mar. 17	PENANG	Mar. 10
FRANCE	Feb. 27	PUNJAUB	Mar. 13
HONGKONG	Mar. 1	SUEZ	Mar. 8
KURRACHEE	Mar. 15	SINGAPORE	Mar. 8

The Bombay Gazette

SATURDAY, MARCH 23, 1867.

WITH the spread of the Manchester doctrines and the profit-and-loss theories of government advocated by Mr. Goldwin Smith, it has become the fashion now-a-days, as a recent French writer puts it, to look upon the world as a market, one's nation as a company of shareholders, and man himself as a mere implement of production. It is in this shopkeeping creed for the administration of the affairs of a mighty empire, sapping as it does the heroism of the nation and peddling away by a false economy and on the principles of common arithmetic the imperial possessions and prestige which the self-sacrificing valour of our ancestors won and bequeathed to the degenerate shopkeepers and economists of our own age, that the vital danger to the interests of England is really to be found. The wealth of the nation has increased in a ratio that probably no mortal can calculate; the population of the age of Elizabeth was but a handful compared with the present inhabitants of the British islands, and the animal vigour of the nation has not deteriorated. Yet while our ancestors found men enough and to spare to conquer for England the grandest empire the world has yet seen, we inferior sons of Adam with our eyes fixed upon our national ledger and our pockets buttoned up are at our wits' end to obtain soldiers to man our various possessions. It is "cheaper," as some imagine, to imperil the integrity of the empire than to popularise the army, better in fact to cut the empire down so as to square it with the mean niggardly spirit of modern days than be so mightily vulgar as to acknowledge even a twinge of that proud and splendid patriotism of old that made England the first of nations and gave her possessions in every region of the globe. The empire must be maintained and its interests provided for by the self-same valour with which it was won, and it is invigorating in these days when profit-and-loss patriots at home are clamourous for the reduction of the European contingent of the Indian army to a figure that would speedily leave us without an Indian Empire altogether, to hear Sir William Mansfield declare as he did in the Viceregal Council the other day that the Indian Government had nothing to do with the difficulties of recruiting, that it was its duty to demand the necessary garrison, and that the present European force could not be reduced without endangering our hold on this country. With the single exception, perhaps, of the *Times of India* who, to see one of its financial crotchets carried out, and overcome by its gushing trustful faith in the love of the masses recorded its conviction a year ago that the European army in India might be reduced to twenty or thirty thousand men, probably no European in this country would, argue that the present English force should be abated by a single man. We believe that the reductions of last year were rather a pandering to the customary financial embarrassment of the heads of the Indian Exchequer or to the recruiting difficulties of the Home Government than a policy dictated by truly imperial considerations. The plea then urged by the Commander-in-Chief, that the development of the Railway system permitted the abridgment of the European arm, would have been less premature had some of the most important links of communication not been awanting, and had the abilities of the Railway Companies to transport troops not been kept at a minimum by the policy that has restricted them for so many years to the use of single lines. But with Railway development as with every other branch of material improvement dependent on Government for progress, the predominating spirit in India is rather that which guides the rate of progress in a country parish than that which should characterise the administration of an empire. If the mutiny taught us that a rapid and comprehensive development of the Railway system was a strategic necessity, the ordinary apathy of the Englishman when danger is over has come as usual to blunt his perception of that imperious fact. Smooth or soften the truth as we may, we cannot forget that we are in an enemy's country holding it not by the love and will of its inhabitants but by military occupation; and being here our first duty is to perfect the means of our tenure of it. The fact, therefore, that we are here by our own will and not by the will of the people, ought to form a cardinal consideration both with the public at home and the Indian Government; but from the demand of the one for the reduction of the European section of the Indian army, and from the apathy of the other in every branch of the administration it seems to be the fact which they are most disposed to ignore.

While the construction of our Railway system creeps along at the leisurely pace that characterises Governmental progress, the erection of barrack accommodation, on which the Indian Government professes to plume itself, proceeds at the same ratio of ease. Ashamed of the abominable habitations in which the English troops were quartered and alarmed at the high death-rate, Government within the last two or three years has acknowledged the necessity of building comfortable barracks by a slightly accelerated rate of construction. In the impoverished and semi-insolvent condition of the Indian Exchequer —thanks to the Home Government sending us cashiers instead of financiers—that acceleration has been totally incompatible with the paramount and urgent need for putting the troops into tolerably healthy, if not well-constructed barracks. If the affairs of this Empire had been administered upon broad and imperial principles instead of being administered on one gigantic system of retrenchment and parsimony, a perpetual choking of deficits, and an eternal paralysis of energy, the Railway system would have been completed for all strategical purposes and barrack accommodation would have been provided for the troops many years ago. But the greatest dependency of the richest nation on the face of the earth can scarcely "make the two ends meet," even after its government has destroyed the morale of both the European and native armies by underpaying them to a degree that makes living a matter of difficulty for either officers or men. Hardly used as the European section of the army is, its loyalty is undoubted; but the lower the morale of the native army sinks (and we testify to the extent of our confidence in it by the inferior weapon we have placed in its hand) the stronger must be the European garrison to watch it and to keep the country in order. Sir William Mansfield has more than once shewn a capacity for dealing with financial subjects in a masterly manner, and while we hope that his emphatic expression of opinion that the European contingent in India dare not be farther reduced, will silence the rabid advocates of an extensive reduction, and even convince the *Times of India*, we regret that His Excellency did not advert to the other question which is of equally vital importance to the interests of England—the thorough efficiency of the army we actually possess. It is one that has risen in all its great proportions before Government—its solution cannot be long delayed, and it would be well for the army and the Empire at large, if we have a Finance Minister able to comprehend and deal with it effectively, and by dealing with it to restore that healthy spirit of contentment throughout the ranks of the English Regiments which is the first condition of patriotism and the indispensable adjunct of the highest fighting strength. As for the native regiments no increase of pay will purchase their undoubted loyalty, but a fair measure of justice will at least rob them of what may yet be a fruitful cause of disaffection.

WE hear that Mr. R. Temple leaves Nagpoor on the 3rd of next month.

THE amount of Government Promissory Notes outstanding on the books of the Bank of Bengal on 8th March as enfaced for payment of interest in London was Rs. 12,79,82,638. The amounts enfaced at the various Presidencies from the 23rd February to 8th March were Madras Rs. 41,500; Bombay *nil*; Calcutta Rs. 1,53,500. During the same period the amount written off in the London Registers as retransferred to India Rs. 3,00,000.

ON the subject of the Amalgamation Committee Testimonial Fund, we are requested to state that the circular dated from Ahmedabad was put forth with the object of relieving officers of the service from the reproach of ingratitude which attached to them. The officers whose names are annexed thereto are glad to see that another movement is on foot which has already led to the subject being canvassed and a Committee formed at the Presidency for the purpose of collecting funds, and they hope that the example will be followed by the formation of many more Committees throughout India.

Funds are what are required, and it is hoped that those who have benefitted largely will subscribe liberally, and enable the objects of the different Committees to be worthily carried out.

All controversy on the subject should be carefully avoided, and the secretaries of the different Committees may, with advantage, correspond with each other.

It may not be out of place here to inform those who are interested in the question that the members of the Home Committee are individually working strenuously in their behalf, and have good reason to hope that their representations may have the effect of ameliorating several of the conditions which still press most heavily on the service.

THE *Englishman* :—We learn that the P. and O. S. S. *Candia* ran ashore on the James' and Mary's Shoal on her passage up the river. Captain Paterson, the superintendent of the P. & O. Company, has gone on board, and a steam tug and cargo boats have been sent down to lighten the ship, and to bring up the cargo and luggage.

THE *Gazette of India* publishes the following statement of the number of messages which have been transmitted by the Indian Telegraph Department during the month of January 1867, showing the number and percentage of those containing errors, together with the number of complaints received during the same period :—

	Total Number of Messages transmitted.	Number of Errors. Trivial.	Serious.	Total.	Percentage of Errors. Trivial.	Serious.	Total.	Number of Complaints received.
Indian Messages.....	29,274	492	86	578	1 3/5	3/10	1 9/10	21
Indo-European Messages	2,447	14	27	168	5 7/10	1 1/10	6 5/4	17

Of the seventeen complaints respecting Indo-European messages, four are attributable to faults which occurred in India, ten to faults beyond India, two to faults both *in* and *beyond* India, while one complaint was groundless. The errors principally consist of the alteration of a single word in each message, and therefore a fairer proportion would be to compare the number of words with the number of errors. Assuming each to consist of twenty words only, which is a very low average, as it is the smallest message sent, the total number of words would be for Indian messages 5,85,480, and the percentage of error 1/10th, and for Indo-European messages, 1/3rd per cent. on 48,940 words.

RETURN TICKETS FOR THE PARIS EXHIBITION.

REDUCTION OF FARES BY THE P. & O. COMPANY.

WE beg to draw the attention of our readers to a notification in our Advertisement columns, to the effect that the P. and O. Company are prepared to make an abatement of 20 per cent. in the return passage money of passengers embarking for India within six months of their arrival in England. We understand that as a further concession, the Company do not wish the travelling public to pay passage money for the two voyages homeward and outward before embarking, but that they will only demand here the single fare homewards, as usual, and that passengers desirous of availing of the reduced rate for the return voyage, will receive the benefit of the same on application at the Head Office in London. Military officers and civilians on privilege leave, will doubtless be glad to avail of the boon thus afforded, to take a run home to visit the Paris Exhibition.

THE PROPOSED NEW BANK OF BOMBAY.

To the Editor of the Bombay Gazette.

SIR,—Some writers appear to think that the organization of a State Bank for British India rests with the Directors of the Banks of Bengal and Bombay, and that the pending negociations between these two financial institutions is to dicide some new State arrangement. That the negociations will lead to something of the kind may be true, but at present Government are but spectators of a very extraordinary phenomenon. The individuals chiefly interested in the progress of events are the shareholders of both Banks and the mercantile body of Bombay. The shareholders of the Bank of Bengal must have fel

February last by Mr. Scoble when the hearing was fixed for the 22nd inst. There was no opposition. His Lordship thereupon made an order as prayed for, that the winding up be continued under the supervision of the Court.

HER Majesty's screw steamer *Coromandel*, Lieutenant G. O. B. Carew, arrived yesterday morning from Aden via Vingoria, with the following officers and troops:—Captain and Mrs. Roberts and child; Miss Leckie; one conductor, wife, and 3 children; 35 public followers; ten women; 7 children; and one private follower of the Ordnance Department; 12 non-commissioned rank and file of 21st Regiment; one non-commissioned rank and file; and one woman of 3-21 Royal Artillery; one non-commissioned rank and file; and one woman of 4-21 R. A.; and 11 followers of other departments.

THE Coroner held an inquest on Thursday at Ardaseer Dady Street, Khetwaddy, on view of the body of a Parsee female, of the age of fourteen years, named Awabace. It appeared from the evidence of the father-in-law of the deceased, that he saw her alive and well at a quarter to 10 A. M. on the previous day, when he left home to go to the bazar. On his return in an hour afterwards he found the deceased vomiting and purging. He asked her what was the matter with her, but she made no answer. Dr. Framjee Shapoorjee was sent for, when he tried all he could to save the unfortunate woman but to no avail. The deceased died at 4 P. M. on the same day. The jury found that the deceased committed suicide by taking a poisonous dose of arsenic.

INDO-EUROPEAN TELEGRAPH.—No telegrams were received during the last 24 hours, ending at 8 P. M. yesterday.

The time occupied in the transmission of messages from Kurrachee to Bombay during the same period ranged from 0 hour 20 minutes to 0 hour 12 minutes, communication being reported perfect.

The time occupied in the transmission of messages to Bombay from 8 P. M. of 21st to 8 P. M. of the 22nd March, were as follows:—

To Bombay	Max.		Min.	
From Calcutta via Agra	2	56	0	27
„ Calcutta via Madras ...	35	28	10	36
„ Madras	8	7	0	31

AGRA, 22ND, 6 hours.—Interruption Jeypore continues.

KURRACHEE, 22ND, 11-37 A. M.—Direct line interrupted between Bagdad and Constantinople; Persian line still interrupted.

A SOMEWHAT suspicious case of poisoning occurred on Wednesday last on board a small steamer in the harbour. On the day in question, the nacoda of the *Nagotana*, Hajee Ahmed, visited his brother Mahomed Ahmed, also a nacoda on board the steamer *Oorun*, when they both partook of some tea; shortly afterwards the former complained of feeling unwell, and said that the tea was bad. His brother, who only drank a small portion of the tea, also felt sick, but Hajee was by far the worse of the two. He was eventually taken to the hospital, where he died immediately after admission. It seems that the cook who prepared the tea, after putting the water on the fire, was asked by a fireman named Kallakhan, why he was boiling the water. The cook told him it was for the captain's tea and then went away to fetch the tea, and, while he was absent, Kallakham was observed by a boy in the galley to take the pot off the fire, but the lad did not notice whether he put anything into the water. This man is alleged to have since declared to the police that he did put something into the water at the instigation of another man named Shaik Dawood, an engineer on board the same vessel. Both these men are in custody of the police, and the case is undergoing investigation before the coroner.

BOMBAY, BARODA, AND CENTRAL INDIA RAILWAY

Return of Traffic for the Week, ending 16th March, 1867.
OPEN 396 MILES.

	Rs.	A.	P.
Coaching	44,953	13	7
Merchandize	70,490	0	10
Telegraph	768	14	0
Total...	116,251	11	5

Corresponding Week in March, 1866.

Coaching	48,026	5	4
Merchandize	60,993	10	11
Telegraph	682	5	0
Total...	109,702	5	3
Increase	6,659	6	2

THE COTTON TRAFFIC ON THE G. I. P. RAILWAY.

From H. RIVETT-CARNAC, Esq.,
Cotton Com., C. Provinces and the Berars,
To the SECRETARY,
Chamber of Commerce, Bombay.

SIR,—I have the honour to forward copy of Return of Cotton, exported by Railway, from the Central Provinces and the Berars, up to the 9th instant.

2. Up to the present moment the daily receipts at the cotton yards along the line, have been very much in excess of the quantity of cotton, that the Railway Company has been able to carry away.

Average receipts during 2 preceding fortnights—95,566 dokras.
Receipts for last fortnight—69,615 dokras.
Exports during same period—56,530 dokras.
Exports—56,490 dokras.

But the tide, as will be seen in the annexed comparative statement, is now on the turn, the receipts are gradually falling off, and if the Railway Company do not diminish their efforts, there will be no difficulty in clearing out all the cotton yards before the rains set in.

3. Still the great loss occasioned by cotton being delayed on the stations, is being most seriously felt by the native dealers. Much cotton is in consequence being carted direct from the Cotton markets to Bombay, and some 2,500 dokras, which have been carted away from the yards at Budnaira and Moortizapore, have, I understand, been sent to Panwell.

4. The owners of the cotton who have suffered from the delay are at last beginning to appreciate the advantages of using the presses, and it may be mentioned that one native merchant was wise enough to cart his cotton from the yard at Sheagaum (where it had been stacked for some time,) back to Khamgaum, a distance of 12 miles from the Railway station, and to have it pressed there.

5. The half-presses at Khamgaum, Oomrawatee and Hingunghat are kept fully employed. Some half-presses have just been set up, at the Railway station at Sheagaum, by Messrs. C. Smith & Co.; and the chief stations along the line, will soon be supplied with half-presses by the same firm. Several of the native dealers have already engaged to make use of them, and I have no doubt that these presses will be of much assistance, in clearing off the great stock of cotton, now detained along the line of Railway.—I have the honor to be, Sir, your obedient Servant,

(Sd.) H. RIVETT-CARNAC,
Cot. Com. C. Provinces and the Berars.
Camp, Sheagaum, 14th March, 1867.

Statement Showing the quantity of Cotton received at and exported from the Stations of the Great Indian Peninsula Railway in the Berars and the Central Provinces, during the Fortnight, ending 9th March, 1867.

Names of Stations.	Number of Bullock Carts bringing Cotton to the Station during the last four nights.	Number of Bullock Carts bringing Cotton to the Station during the last night.	Number of Bales of Cotton received during the Fortnight.	Number of Bales of Cotton received during the Fortnight.	Total Number of Bales of Cotton received to date.	Number of Bales of Cotton exported during the Fortnight.	Total Number of Bales of Cotton exported to date.	Number of Bales of Cotton received during the week.	Total Number of Bales of Cotton received to date.	Number of Bales of Cotton exported during the week.	Total Number of Bales of Cotton exported to date.
Nagpore	...	...	7,146	28,584	1,00,336	8,000	1,00,336	100	1,00,336	64	1,00,336
Burdee	...	...	2,121	8,484	29,968	2,000	29,968	64	29,968	32	29,968
Wurdha	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Pulgaon	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Khamgaon	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Shegaon	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Khamgaon	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Moortizapore	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Akola	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Badnera	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Bundsoolah	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Belapore	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Khamlee	...	...	4,503	18,012	1,00,336	4,000	1,00,336	64	1,00,336	32	1,00,336
Total	...	...	69,615	2,78,460	15,05,040	56,530	15,05,040	900	15,05,040	453	15,05,040

Including 850 half-pressed bales and 200 full-pressed bales.
Including 1,347 half-pressed bales and 253 full-pressed bales.

The apparent discrepancy in the Balance at the stations marked A. B. C. is explained as follows:—
A Poolgaon 462 Dokras burnt by fire.
B Budnaira 2,319 Dokras sent to Bombay by country carts.
C Moortizapore 300 Dokras sent to Bombay by country carts.

ACTION ON A CHARTER-PARTY.

THE following is the judgment in the case of Auld *vs.* the B. B. S. N. Company reported in Monday's paper:—

Sir Charles Sargent, having stated the facts of the case and the issues framed at the first hearing, proceeded to say:—"The first question is whether the defendants were entitled to repudiate the contract, as they did by their letter of the 21st May, on the ground that the plaintiffs had committed a breach of the charter-party by not keeping the machinery in thorough working order. It is not alleged that the plaintiffs refused to repair the vessel, nor that there was shown unreasonable delay in doing so as would in the eye of the law have been equivalent to a refusal, and therefore, if the defendants were entitled to abandon the charter-party it could be only on one or other of two grounds,—1st, that the undertaking to keep the machinery in thorough working order was a condition precedent; or, 2nd, that the breach of the agreement caused a total failure of the object of the voyage. Now, whether a particular agreement constitutes a condition precedent or not is stated, as Chief Baron Pollock says in Tarrabocker *vs.* Hickie 26 L. J., in a manner to give the pith and substance of the question, and in Abbott on Shipping by Shee. It is there laid down that "whether or not a particular condition covenanted by a party be a condition precedent, the breach of which will interfere with the performance of the contract by the other, or an independent covenant, is a question to be determined according to the fair intention of the parties to be collected from the language employed by them." In the present case the parties have clearly shown their intention that the agreement to keep the machinery in thorough working order should not be regarded as a condition precedent by providing for the case of delays arising out of accidents to the vessel (which must be reasonably construed to include accidents to the machinery) whatever might have been the cause of the accident. Here the parties have not merely omitted to declare that the agreement should be a condition precedent, in which case as Baron Bramwell says in the case of Tarrabocker *vs.* Hickie, those who interpret the charter-party should be very chary in doing it for them, but they have expressly provided for the breach of the covenant as a probable contingency during the continuance of the charter-party. If then the undertaking to keep the machinery in perfect working order does not constitute a condition precedent, it remains to consider whether the alleged breach of it led to a total failure of the object of the charter-party. Now, apart from any special object which might have been understood between the parties to have been the object of the charterers, that object must be such ordinary object as the charterer might have in view in the ordinary course of mercantile concerns.—Freeman *vs.* Taylor 8 Bingh.—That object in the present case, so far as appears from the charter-party would be the earning of freight by carrying cargoes between Bombay and the several ports therein named. Now the *Melbourne* had already made one voyage to Suez and back, and a second one to Suez, when the parties gave notice of their intention to abandon the contract, and had thus earned a considerable amount of freight for the charterers. If the charterers were unable, as they allege, to provide a cargo for the vessel on her return voyage, owing to the shortness of the notice they received of the time when she would be ready for sea, or to the lateness of the season, that may or may not be ground for a cross-action for such damages as they may prove to have sustained; but as the consideration for the defendant's covenant to pay freight had not failed *in toto*, nor indeed for the major part, the neglect of the plaintiffs to keep the machinery in thorough working order not having, as Lord Ellenborough said in Havelock *vs.* Geddes 8 East, gone to the whole of the consideration could not be insisted on as an entire bar, and consequently could not be ground for putting an end to the contract. But it was contended for the defendants that they were engaged in a new and special description of carrying trade, and that it was well understood between the parties through the medium of Mr. Mackintosh, the broker, who drew the charter-party, and acted for both parties in the negotiations, that the *Melbourne* was chartered for that special purpose. Assuming this to be true, it is clear that the principal object of the voyage was the carrying cotton to England by the Overland route, and it is admitted that the *Melbourne's* cargo arrived safely in England, so that even if it were proved that the defendants were prevented from preparing a return cargo to Bombay, (which I do not think is the case,) that would only be ground for a cross-action. It am therefore of opinion, in either point of view, that the defendants were not justified in abandoning the contract. That being the case, it becomes necessary to consider whether the claim now made by the plaintiffs in respect of hire and other expenses incurred by them is justified by the terms of the charter-party. That instrument is far from being unambiguous; but I think that if the two principal canons of construction be applied to its interpretation,—viz., That the language employed by the parties is to be taken in its plain and obvious sense, unless the doing so leads to an absurd and unreasonable conclusion, and that the intention of the parties is to be gathered from the whole instrument,—it is impossible to put but one construction upon it, a construction which, although agreeing in many respects with that suggested by the plaintiffs, must modify to a very great degree the amount of their claim.

Section 2 says that the charter-party shall continue and endure for the period of *six calendar months, at all times, in all places, situations, and circumstances*, but in the event of any delay being, &c. &c.

It is clear then that, save and except in the particular case mentioned in Section 2, the charter-party was to run continuously for six months,—*i. e.*, would expire on the 9th of May. But in the event of any delay arising from accident to the vessel (not arising, &c. &c.,) such delay, if it exceed fifteen *running* days, should not be reckoned in the computation of the aforesaid period of six months.

The plain and obvious meaning of these words is that no delay which exceeds fifteen running days (unless caused by acts of the owners or negligence of their servants) shall be computed in the period of six months,—*i. e.*, the charter-party ceases to run during such delays. It was contended for the defendants that the aggregate of the delays is to be calculated throughout the six months, and all over above fifteen days is the delay mentioned in Section 2. This, however, I think is clearly wrong, as the section says a delay exceeding fifteen running days,—*i. e.*, fifteen continuous days, and must refer to each separate and distinct cause of delay. Again it is said that the delay in question is only excluded from the six months for the purpose of hire; but this would be giving no effect to the words "shall not be reckoned in the computation of the period of six months," and would be introducing words respecting hire not to be found in the section. But it is said that by section 3, full compensation is to be given for such time as may have been lost from accidents, and that no distinction is made as to the nature or duration of the delay caused by such accident, thereby clearly showing, it is said, that all delays were intended to be reckoned in the six months. But it is to be remarked that the clause says—"time lost under the running months;" but Section 2 has provided for delays exceeding fifteen days by excluding them from the running months, and therefore they are not lost. The two sections are easily reconciled by confining the accidents in Section 3 to those which are not excluded by Section 2 from the running months, and which therefore become virtually lost to the charterers. *As to delays* arising from the breach of the contract, and which have not been excluded by any previous section from the period of six months, Section 5 provides that the charterers should be compensated by a *pro rata* deduction from the hire. Section 2 in fact only points out how the six months and the possible period in excess are to be computed, and Section 5 provides for the loss of such time as by the previous sections was to be computed in the six months. By this construction all parts of the charter-party are reconciled, and a tolerably reasonable agreement extracted from the entire instrument. Having construed the charter-party, it now becomes necessary to consider the precise nature of the delays which occurred on the voyage, and to determine under which category of accidents they fall. The first delay was caused by the breaking of the propeller between Bombay and Aden. No evidence was given raising the slightest suspicion that the accident was due in any way to the negligence of the captain or the crew, or that the propeller itself was in such a condition as to be unfit for the work it had to perform. Those who examined it could discover no flaw, and no one could explain the accident. Mr. McKinlay says:—"It is a very usual occurrence for the blade of the screw to break, especially in a screw such as was in the *Melbourne* (called Griffith's screw), where the two ends are set in, and the whole is not one piece." This was not denied by defendant's witnesses and, therefore, in the absence of any evidence to the contrary, this Court must assume that the fracture of the blade of the propeller was not caused by the act of the owners, or the culpable negligence of their servants. The next and more important delay was caused by the partial fracture of the main shaft between Aden and Suez on the 8th March, and the complete fracture of the shaft between Jeddah and Suez. The causes assigned by the defendants for this accident are two-fold:—First, that the shaft was out of the horizontal when the vessel left Bombay in February, being depressed at the after main bearing and that such depression caused a great strain upon the shaft, which from the fact of there being a middle bearing, and of the engines being geared engines, was more than ordinarily likely to be broken, by such unusual strain; that the shaft broke at the crank, that being the weakest part of the machinery, and therefore the first to yield to the strain. Second, that the after bearings were allowed to get so hot as to run the metal out of the brasses, which caused a sudden depression of the shaft at the after extremity, thus throwing a great strain upon the shaft, and that in either supposition the accident was the result of culpable negligence on the part of the owners and their servants. The plaintiffs, on the other hand, say that the accident was one of ordinary occurrence, to which all engines are liable; that there was no apparent cause discoverable for it; and that it can only be referred to those occult forces of nature which are beyond the control of man, and are the frequent cause of fractures in all iron constructions. The evidence in support of the second cause assigned by defendants is that the captain (six days after the occurrence, writing on the 14th March from Jeddah to the defendants) stated that "she ran all the metal out of the main bearings on the morning of the 8th," and that on arrival at Jeddah "they discovered a serious fracture on the branch shaft." On the other side it is denied by Mr. Parkinson, the second engineer of the *Melbourne*, that the metal ran out of the after bearing, and that he does not know what the captain meant by saying so, and that he tested the brasses at Jeddah when they raised the shaft, and found them perfectly level. If it were necessary to determine whether or no the metal ran out of the brasses, I think the captain's report on the subject would be conclusive, for it is impossible that he should have made such a statement unless he had been told so by the engineer, and the mere denial of Mr. Parkinson, who was not the engineer in charge at the time, cannot be allowed to countervail the report made by the captain (as it must be reasonably assumed) after communication with the chief engineer of the vessel. I do not, however, attach much importance to the fact. Mr. Thompson, the principal witness for the defence, says that "the running out of the metal might have been the effect of the shaft breaking, or the cause;" that he "never knew a shaft break from the running out of the metal." Again, Mr. McWitty, Superintending Engineer of the P. and O. Company, says—"I never knew of a shaft breaking as the immediate result of the heating of bearings." Again, "assuming as facts that the shaft broke and the metal ran out, I should conclude that the fracture was probably the cause;" and lastly, on its being pointed out to him that in the brasses used in the *Melbourne* the metal was run in between brass ribs, he said that "the ribs would support the shaft for two or three hours," and that "with the brasses in the *Melbourne* the shaft would still rest on the brass ribs after the metal had run out and no harm would be done," and, lastly, we do not find in the report made by the surveyors at Jeddah that the brass ribs had been cut away and destroyed, as Mr. Thompson said would have been the case had the metal run out, and which must have been the case if a shaft became depressed by the running out of the metal. I think therefore that the evidence is decidedly opposed to the theory that the running out of the metal caused the breaking of the shaft. I now pass to the first cause assigned by the defendants for the breaking of the shaft,—viz., that the shaft was out of the horizontal, being depressed at the after bearings thus causing an unusual strain upon the crank, the weakest part of the shaft. In the view I take of the evidence it will not be necessary for me to decide whether the deviation of the shaft from the horizontal was or was not the cause of the accident, as I am of opinion that the evidence does not show that the deviation, assuming it to have existed and to have caused the accident, was due to the culpable negligence of the owners or their servants. The question resolves itself into this;—whether the plaintiffs were, under the circumstances, guilty of culpable negligence in not testing the horizontality of the shaft at Bombay before the vessel started on her second voyage. Now it appears from the evidence that the bearings were adjusted in the beginning of 1865, and we have it stated by Mr. McWitty, the Superintending Engineer of the P. & O. Company, that in the course of two months the difference in the wear of the extreme and middle brasses (and which difference, it must be remembered, is the measure of the deviation of the shaft from perfect horizontality) would be very slight. It is not asserted by Mr. Thompson, the defendants' own witness, that Evans, the chief engineer, ever suggested the necessity or propriety of raising the shaft, or that he thought there was any deviation in the shaft from the horizontality which could be a source of mischief. It is true that he complained of the wheels bottoming, but that might have arisen from all the bearings being depressed, and was consistent with the slightest possible deviation in the shaft. The extent of the bottoming was tested by Mr. McKinlay and Mr. Johnstone, and they found that there was a clearance of one-eight of an inch, which is admitted by all the experts to be sufficient. All the facts of the case were thoroughly known to Mr. McKinlay, who made two reports upon the vessel, and recommended all the repairs he thought necessary, and tells us that he saw no reason for examining the brasses or raising the shaft. Again, it appears that Mr. Thompson, the superintending engineer of the defendants' Company was acquainted with the state of the vessel, as well as with the repairs suggested by Mr. McKinlay, and yet he never suggested, as he admits, that anything should be done further than what was done. It is true that the defendants were not bound to interfere in the matter, but can they be heard to say that the omission to test the horizontality of the shaft was an act of culpable negligence, when their own engineer went on board, heard all the engineers of the *Melbourne* had to say about the machinery, examined the machinery himself, was acquainted with the repairs suggested by Mr. McKinlay, and yet never suggested to any one that it would be advisable to test the horizontality of the shaft. And, again, we have it on the evidence of Mr. McKinlay that Evans expressed himself as perfectly satisfied with what had been done to the vessel. It appears to me that in the face of this evidence it is impossible to say that the owners of the vessel were guilty of culpable negligence in sending the vessel to sea without having the horizontality of the shaft tested. We are now in a position to apply the provisions of the charter party, as already interpreted, to the actual circumstances of the case. At Aden the delay caused by the breaking of the propeller did not exceed fifteen days, and must therefore be included in the six months. At Jeddah there was a period of four days over and above the fifteen, which must be excluded from the six months. At Suez, after the 9th April, on which day she had landed her cargo, the entire delay up to the 18th July was caused by the breaking of the shaft and its natual consequences, The captain himself says that he could not leave before the 18th July, because he had to wait for money from England to pay for repairs and victualling, and as the accidents to the shaft must be considered as one cause of delay, a second period of fifteen days must not be deducted from the delay at Suez. On the 9th of April it would thus appear that five months and one day had expired of the charter-party. From that time till 18th July the charter-party ceased to run, and consequently on the 17th August the charter-party expired. Independently therefore of any question of abatement on account of delays caused by breach of the charter-party, the plaintiffs would be entitled to two months' rent on the 17th August, four months having already been paid on account. But by Section 5 a *pro rata* deduction is to be made for delays caused by breach of contract, and which, as I have before said, must be confined to delays included in the six months. Those delays are the eleven days at Aden, and the fifteen at Jeddah,—in all twenty-six days. As the six months, calculated according to Section 2, did not expire until the ship returned to Bombay, the defendants can make no claim either under Section 3, or for demurrage under Section 12. On the 4th March the hire for the next month became due with a *pro rata* deduction for the eleven days' delay at Aden during the last month. Simultaneously the hire for the sixth month which became due on the 18th July is subject to a *pro rata* deduction for the fifteen days' delay at Jeddah, during which the charter-party was running, and interest will have to be added on the one sum of Rs. 17,000 from the 4th March, and on the other sum of Rs. 17,000 from the 18th July, after making the above deductions in each case. With respect to the other items charged, the captain spoke to their accuracy, no objection was taken to their fairness at the hearing, and must therefore be allowed, with the exception of the cost of telegrams to London, Bombay, and Suez, and expenses of Captain Auld at Alexandria and those of the steward from Jeddah to Suez and commission on those sums, for which I can discover no ground. I may add that I have considered it unnecessary to discuss whether there was an undue delay at Aden, owing to the want of a key to the propeller, as in any case it would, according to the construction of the charter-party be included in the six months, and also be included in the twenty-six days for which defendants have been entitled to deduction, so that no difference would be caused in the result. Simultaneously it is unimportant whether the charter-party began to run again on the 23rd June, when the plaintiffs gave notice to the defendants that she would be ready to receive cargo, as in that case although the six months would expire on the 22nd July, before the ship reached Bombay, the interval between that date and the 7th August, when she did arrive, would not be computed in the extra month allowed by Section 3, as the twenty-six days' delay at Aden and Jeddah would more than compensate for it. The result is that I find the first issue for the defendants and the 3rd and 4th for the plaintiffs and pass judgment for the plaintiff for the sum of Rs. 30,895 11-4 and costs, and six per cent. on the judgment debt until payment.

Mr. Pigot, Mr. McCulloch, and Mr. Hayllar, instructed by Messrs. Acland, Prentis, and Bishop, appeared on behalf of the plaintiffs; and Mr. Scoble and Mr. Green, for the defendants.

THE CURRENCY NOTE FORGERY CASE.

THE last witness examined before Mr. Barton in the case of Bhugwuntrow Purrushram, Succaram Yeshwunt, and Wasoodew Govind, who are charged with the forgery of Government currency notes for Rs. 1,000 each, was Baleramma Babajee, who assisted in the manufacture of the notes, and who gave a history of the forgery from beginning to end, describing also the process of preparation of false notes usually resorted to by forgers. This witness stated that he was of the age of 20 or 21 years, and resided in Moogbhat lane. He was by profession a goldsmith and engraver, and had been employed in Her Majesty's Mint as an engraver of dies for nearly two years. The first prisoner in this case was his father-in-law, and the second was the brother of the first. He knew the third prisoner by sight. About eight or nine months ago, the first prisoner went to witness's house one evening and asked him to go with him for a walk. They went out together, when Bhugwantrow made a proposition to him to make a plate that would make an impression of a thousand rupee Government currency note. He said he had got a man to circulate such notes if they were made, and that the business would do him and witness good. Witness remonstrated with him, and told him there would be a bad end to the business. Bhugwantrow still persisted in his importunity for a month. Witness at length agreed to do what he (prisoner) required. Prisoner then took him to a bungalow near the hay stacks on the Flats, which he said he had rented of a Parsee for the purpose of engraving plates there. They then separated. One or two days afterwards, prisoner showed witness a tracing from a thousand rupee currency note, and asked him if it was a good imitation. Witness said it was. Prisoner thereupon asked him to engrave a plate, and took him again to the bungalow on the Flats, where witness was shewn a clean polished copper plate. Prisoner put some wax on it and then the tracing he had shown to witness. At prisoner's request witness had lent him some engraving tools. Having placed the tracing on the plate, he made little holes with a sharp-pointed instrument like a needle, on the engraving side, as a guidance to the engraver. Prisoner then requested witness to engrave the plate at which witness kept working after office hours, in the Mint and finished it in about a month. (The plate was produced in court.) The second prisoner used to go to the bungalow and saw witness engraving the plate, but made no remark about it. After witness had finished this plate, prisoner gave him a brass plate (produced) and he and prisoner engraved it as it now appeared. Witness took about two days to engrave the water marks independently of the time prisoner had spent upon it. Prisoner had worked on the plate for about two native hours. Witness also engraved a seal purporting to be the seal of the Bank of Bombay in both English and Gujeratee, making the shape of the stamp oval. He also engraved a square stamp with the name of "J. A. Ballard, Commissioner." When he had finished all the four descriptions of works, prisoner took them away. After this, prisoner asked witness to procure a printing press like the one produced in court. Witness purchased it through one Hurry, a pressman, of Messrs. Esperance and Hannah, engravers, for Rs. 250, which prisoner had paid him for the purpose. It was taken to, and kept in a shop at witness's house in Moogbhat Lane. It was then arranged that witness and prisoner should proceed to work at night after all the people in the house had gone to sleep. When he took the press to his house, witness told his father that it was brought for printing visiting cards. Accordingly witness printed several cards from the press in order to throw his father off the scent. When prisoner came at night, he brought the copper plate (produced) and some paper. The latter was all of one size, but somewhat larger than the five notes produced in court. The pieces of paper were moistened by being placed in water. Witness inked the plate and prisoner worked the printing machine, and after the paper had dried a little it was placed on the plate. The plate and the paper were then put in the press, and an impression was taken. Prisoner worked the press and struck off fifty impressions, making notes worth half a lac of rupees. The operation occupied from 11 o'clock at night until 4 o'clock the next morning. Prisoner made the notes into a parcel, and at daybreak took them away with him. This took place in a planked room in the front verandah, and no persons passing by could see into it, as a cloth was used as a curtain. Prisoner also took away the plate. Witness afterwards saw the prisoner in his house stamp the notes with the black and red stamp. The black stamp had the words "J. A. Ballard, Commissioner," and the red stamp "Bank of Bombay" in English and Guzeratee. Prisoner also put on the numbers, in witness's presence, by means of a steel pen. Five or seven days after the first impressions had been made, the prisoner went to the witness's house again at night and printed ten more notes for Rs. 1,000 each. He took them away and the plate with them. He never again went to witness's house, and no more notes were printed in that press. Witness had never received in this work for the affair. When he asked for his reward, the prisoner said the notes had been taken away by the person for whom they were intended and that he had been deceived. Witness had also seen the prisoner impress the water marks. This operation was performed by his getting some eggs, which he broke, separating the yolk from the white. He put the white of the egg in a cup and then applied it with his fingers on the printed side of the note. He next laid the note on the plate, printed side downwards, and applied some of the white of the egg to the note as it lay, back upwards on the plate. By means of a thimble he next rubbed the paper over the parts where the marks were on the plate. He then took the note off the plate and washed it with water. The stamps and the numbers were next applied, and the notes were hung up to dry. The next thing witness remembered of this transaction was that the police came and took him into custody, when he offered to tell the whole truth of the matter, and did so. While at the Oomercarry chowkey with the three prisoners, witness was told by the second prisoner that the plates had been placed at the house of a man named Muccoond Row; and he added that he would not give any information regarding them. The next day witness gave the information to the police.

The enquiry into the case will be resumed this day, at the Fort Police Court.

MEETING OF CATHOLICS IN HONOUR OF BISHOP STEINS.

A MEETING of the Catholics of Bombay was held in the Cathedral of N. S. d'Esperança on Thursday evening for the purpose of expressing their regret at the departure of their Bishop, the Right Rev. Dr. Walter Steins, S. J., (who has been promoted to the Archiepiscopal See of Calcutta), and of testifying their appreciation of, and gratitude for, "the zeal, wisdom, and fatherly affection displayed by His Grace for upwards of six years in the government of this Vicariate." The meeting was very largely attended, and the chair was taken by Dr. R. A. Dallas. Amongst the other gentlemen present we observed Captain G. F. Henry, Mr. A. C. Gumpert, Mr. G. S. Lynch, Dr. Reid, Mr. George Whitley, Mr. E. Chapple, Mr. A. F. Cleary, Mr. J. P. Green, Mr. J. E. Pigot, Mr. J. Dunbar, Mr. A. Langdale; numerous Catholic clergymen; gentlemen of the Portuguese community, &c., &c.

The Chairman, after stating the object of the meeting, said he had known His Grace the Archbishop for perhaps a longer period than any other present, and that he had all along considered him to be one of those few men of whom it might be remarked that whatever duties they were discharging, all who came into contact with them felt that those duties were merely a preparation for some higher office. The Rev. Walter Steins as a Chaplain was a fit precursor of the Right Rev. Dr. Steins, Roman Catholic Bishop of this Presidency; and as Bishop of this Presidency he had shown himself an equally worthy precursor of the Archbishop of Calcutta. The Chairman mentioned an incident which occurred at the opening of His Grace's career in this Presidency, as serving to illustrate his character. When he came to Bombay, about twelve or thirteen years ago, he had only a book-knowledge of the English language; but he was nevertheless directed to go to Poona and take the place of one whose labours amongst the Roman Catholic soldiers had been highly valued. The soldiers were in the first instance far from pleased at the change, but Father Steins—with only his book-knowledge of the language—prepared a sermon in English which impressed them in a high degree by its fervent earnestness and he was ever afterwards a special favourite of the soldiers. The Chairman also referred by way of example to the efforts of His Grace in connection with the building of a Catholic orphanage in Nesbit Lane. Formerly there was no such orphanage, and His Grace, appreciating the want, raised within a very short time no less a sum than Rs. 90,000, which, with an equal sum contributed by Government, was the means of raising the splendid building now to be seen. In sketching the altered condition of the Roman Catholics of Bombay, as a community, since His Grace came amongst them, Dr. Dallas remarked that they now held a more recognised position as a separate and distinct body, and that to His Grace belonged the honour of being the first Roman Catholic who had been permitted, as such, to take part in a public meeting—as he did the other day at the gathering in the Town Hall in honour of Sir Bartle Frere. (Applause.)

Mr. J. Dunbar moved the first resolution, which was as follows:—"That the active zeal, great wisdom, and general self-sacrifice ever displayed by His Grace Dr. Walter Steins in the discharge of his arduous duties, and his successful endeavours to promote the spiritual welfare of the two Vicariates of Bombay and Poona, deserve the sincere admiration and heartfelt gratitude of Catholics." At the time when His Grace came to Bombay the Catholic community was scattered and had no recognised position; they were without endowed schools, without convents,—in fact without everything which ought to have characterised them as a Christian community. Since then a very great change had taken place. They were now a recognised body; they had large schools and fine convents, and they were constructing and would soon see finished in Nesbit Lane a large building for an orphanage, which he thought would be a credit to a Catholic community much larger and much more wealthy than this. That change was due in no very small degree to the great exertions, wisdom, and zeal of His Grace. He had displayed zeal in everything which was for the good of the Catholic community, and particularly in what he had done to supply their educational wants; and he had shown his wisdom in the difficulties which had arisen in the diocese, more especially with reference to the position of the Archbishop of Goa. As to his benevolence, the meeting did not require to be told of the generous manner in which he had come forward on every occasion when any call was made on the Catholics of Bombay for the support of their institutions. He (Mr. Dunbar) wished especially to direct attention to what His Grace had done for education. He believed that at the time of His Grace's arrival there was not a Catholic school of any importance in the town and island of Bombay, and that neither at Poona nor Kurrachee was there any Catholic school whatsoever. Now, what was the position of things at present? His Grace arrived in 1853; in 1855 he was able with the assistance of Mr. DeSouza of Calcutta to build a small school at Mazagon, which, after various changes, was now established at Nesbit Lane and was attended at present by 170 boarders and about 130 day scholars; in 1860 he established a school at Cavel, in which there were now no less than 350 boys; and subsequently a school in the Fort which was filled during the day by 80 boys. His Grace had also established a school at Kurrachee, and he was now about to establish—or would have established had he been able to wait in Bombay much longer—a boys' school at Poona. (Applause). Further, negotiations were going on with Government at the present time with the view of enabling him to carry out a scheme for the erection of a building on the Esplanade for a Catholic College. (Applause). He (Mr. Dunbar) regretted that His Grace had to leave Bombay before carrying out this scheme which he had so much at heart; but he hoped the Roman Catholic community would have an opportunity of connecting His Grace's name with that building, which would be a memorial of what he had done for Bombay. (Hear hear, and applause.). Mr. Dunbar further stated that in connection with the subject of education that a female school had through the efforts of His Grace been established within the last few years at Parell, and that one had also been formed at Poona and another at Kurrachee. He thought that what His Grace had done in the way of education would of itself entitle him to the warmest gratitude of every Roman Catholic in Bombay. (Applause.) The figures he had stated were the best proof of the great zeal which His Grace had thrown into the work. (Applause.)

The resolution was seconded in a lengthy speech by Mr. Wenceslaus Pereira, and adopted.

The Chairman then read an address which had been drawn up for presentation to His Grace.

Mr. J. F. Vaz moved "That the address now read be presented to His Grace." In the course of some remarks he bore testimony as vice president of the Society of St. Vincent de Paul to the amount of good which His Grace had done for it; and he also referred to the great aid which another Society—the St. Vincent's Home—had received from him.

Mr. J. F. Cleary in seconding the motion said he would supplement the remarks of the previous speaker by one or two facts in regard to the St. Vincent Society. That Society was established in the year 1862, and there were now sixteen Conferences attached to the Council. Many would be anxious to learn what the Society had done since that time and whether it had practically fulfilled the purposes which it had theoretically professed. They would no doubt feel some satisfaction in learning that from the establishment of the Society to the publication of its last Report 2,462 individuals had received relief from it, and 108,495 loaves of bread, 12,900 pharas of rice, and 111,876 bundles of firewood had been distributed to the poor. He referred to these figures as showing the benefits which the Society had conferred upon the community; and he wished to state that that charity had been dispensed without reference to sectarian peculiarity or religious belief. It was a universal charity.

The address was then adopted.

Mr. J. P. Green then moved the following resolution:—"That subscriptions be invited from the Catholics of the two Vicariates for the purpose of presenting a personal testimonial to His Grace, and securing a memorial of him; and that the form of such testimonial and memorial be left to the decision of a committee to be hereafter named." He thought it was not sufficient that they should meet to address His Grace,—to express their gratitude to him for the services he had rendered to their community and their wishes that he might be successful and prosperous in the larger sphere to which he had been called; but that they should also manifest in some tangible manner the depth and sincerity of these feelings—viz., in the form of some testimonial to himself, and also of some memorial to be preserved amongst themselves. No doubt the most effective memorial of him amongst themselves was the results of the work of the years which he had passed among them; but at the same time it would be a gratification to the feelings of many among them that there should be a testimonial and a memorial of a special character. So many of the features of Bishop Steins' labours in their community had

stances, be carried on, along with the addition of the Treasury business, or gradually closed.

On the realisation of the assets of the Bank of Bombay, or at fixed and progressive dates, the shareholders, for the time being, would have a crore of rupees allotted to them at the same rate as the allotment of the 80 lakhs to the Bank of Bengal shareholders. But, in taking over the Bank of Bombay, the Bank of Bengal would receive nothing but cash from them towards payment of their quota of the united capital.

United the two banks would possess a paid-up capital of £4,000,000, and a reserve fund of nearly £650,000.

The Bank of Madras only remains, and here, at the outset, the operation of amalgamation might be more difficult, inasmuch as the satisfactory state of that Bank might seem to render it undesirable to its Directors, and yet that very prosperity would render it more easy of accomplishment. The shares of the Bank of Madras command a respectable premium, and the Bank has escaped the dangers which encircled the Bank of Bombay. Hence, whilst the commonest prudence would command the receipt of cash only from the latter institution, in the case of the former, it would be quite safe to take over not only the capital but the existing business of the Bank, exclusive of past due advances, on the guarantee of the Bank itself. The new Charter gives the Bank of Madras power to extend its capital from 56 lakhs to one crore of rupees. Taking over the capital, there would only remain the question of the quota to be contributed by Madras to the united reserve fund, and this would proportionately be fixed at 15 lakhs. This would give the new Bank a united capital of £5,000,000 and a reserve fund of £800,000. Such are the general features of a scheme which seems to afford the Indian mercantile world the only chance of rescuing Bombay from its condition of chronic crisis, but which, at the same time, offers the general community of the three Presidencies commercial facilities of no ordinary character, and the Government a means of escape from many, if not all, of the anomalies of its financial and currency systems.

(From the Indian Daily News, March 16.)

THE other day we referred to the compensating influences that in some form or other usually attend sorrow and disappointment. It is a comforting doctrine to believe in; and a most agreeable thing to discover as a fact. And we think we have a case in point on a scale sufficiently comprehensive to interest a very large number of people; in fact, it is a subject of imperial importance, and we direct special attention to it as such.

We have several times drawn attention to the serious condition of Bombay consequent on the collapse of its gigantic speculations. Only a few days ago we referred to the critical state of the Presidency Bank, which one of the Bombay papers described as "having reached a stage of decrepitude from which no skill can restore it," and Bombay itself in a state of gigantic indebtedness that rendered the community well nigh hopeless. We are glad to think there is help for them; and not without hope that skill may be found, if not to restore the Bank of Bombay, to give us something much better in its stead. The very fact of a Presidency Bank being in such a position was sufficient to call attention to something better; and we believe a project is on foot to accomplish this purpose. It is a natural course that people in embarrassment should look for help. And Bombay has turned in her extremity to Bengal, where it is acknowledged by the Bombay press that money matters have been much more skilfully managed. We believe a suggestion was made from Bombay to the effect that if a Branch of the Bank of Bengal were to be established in Bombay, it would do much to restore the shaken credit and confidence of the city, and afford the facilities for legitimate commerce which are much needed there; and that such a Branch could not fail, under the judicious management of the Bank of Bengal, to be a most profitable one. This suggestion has been received in a favourable manner, though it immediately opened considerations of a much larger character. There could be no reasonable doubt that the establishment of a Branch Bank of Bengal in Bombay would immediately command such an amount of business as would pay, and give a degree of confidence to the community of Bombay that is greatly needed there. But in the present case of the Bank of Bombay such a course would be fatal to any possibility, if there be one, of the recovery of the Bank, would in fact close the Bank of Bombay, and render its winding up a more disastrous necessity than it might otherwise be. Then again it might possibly be that another Bank of Bombay might arise, and there would be a sort of conflict between the two. This would not be desirable, even though there might be no doubt of the Branch of Bengal holding its own.

The consideration of these possible eventualities naturally led to the contemplation of a more comprehensive scheme—that of a truly Imperial Bank for all the Presidencies, with the head-quarters in Calcutta. There is much to be said in favour of such a scheme; and in fact the time is fast approaching when a consideration of such a course might have been necessary had it not been precipitated by the unfortunate condition of the Bank of Bombay. The subject has been very carefully considered by Mr. Dickson, Secretary of the Bank of Bengal, and presented to the Directors of that institution in an elaborate minute which merits most attentive consideration.

Mr. Dickson's idea is that the Bank of Bengal should immediately call up its unpaid capital, and allot the whole rateably amongst its own shareholders, in shares of Rs. 1,000 each, at a premium of 25 per cent. This would in effect be giving a bonus, according to the present market rate, of Rs. 500 on each share, or Rs. 2,000 on the old, or full shares, as they now stand. This course also would give the Directors a million sterling to commence oprations in case of taking over the business of the Bank of Bombay. In this case, instead of "liquidating" the latter by any summary process it is proposed to allot to the shareholders of the Bank of Bombay shares to the amount of one million sterling on the same terms as those noted above with respect to the shareholders of the Bank of Bengal. This would be a practical amalgamation of the two banks; and as the Bank of Madras could not well occupy an isolated position, the ultimatum seems to be a really National Bank that should be for India what the Bank of England is for that country. This would be a really useful institution, and could not fail to receive the confidence of the general public.

Into the details of the arrangements by which this change might be effected, it is scarcely in our province, to enter. There does not appear to be any great difficulty, certainly no insuperable one, in effecting what is desired. All the details of the arrangement can be carried out by the Directors; and as regard the shareholders, doubtless they will attend to their own interests.

The idea is, that a new charter should be granted for the Bank, which is to possess a capital of ten millions, one-half paid up. The Banks in the Presidency towns might be managed by local Boards, being subject to the supreme control of the rules and regulations laid down by the Head Office in Calcutta. This could not well be objected to in the presence of the judicious management of the Bank of Bengal during the late crisis, and the position it holds when other institutions are hopelessly prostrate. Madras, it is admitted, might object, as the Bank there is in a good position, though certainly not in so good a position as the Bank of Bengal. And it would be at least inexpedient for it to occupy a position of isolation in a scheme of national importance like this. It might attempt an independent existence for a time, but in the event of the establishment of a really National Bank, it would be absorbed as inevitably as an apple is attracted to the earth.

In the suggested arrangement, one indispensable condition is, that whatever assets the Bank of Bombay may have, in case of absorption, or amalgamation of the two Banks, nothing shall be taken by the Bank of Bengal as representing capital, except Cash. This may seem to the Bombay shareholders rather a harsh stipulation. But it is only a just one to the other parties to the contract. The other assets may be good; but in an arrangement of this kind, to accept a contingent liability would be departure from those strict principles of banking which have kept the Bank of Bengal in a prosperous position, while that of Bombay, by neglecting them has been brought to ruin. Even if abstract calculation did not tend to the same stipulation, we think the Bank of Bengal might easily find a justification in the position of the two institutions. The management cannot be blamed, but may be commended, for the adoption of a precaution so consistent with the stability of the institution whose interests they are bound to promote.

In the minute on which these remarks are based, there are several points connected with questions of banking and the currency that are well worthy of notice. These we must consider on another occasion. We may mention, however, that the establishment of a National Bank like the one under notice would do much to simplify the question of the currency which has been such a difficulty to our financial doctors. It has thus far been confessedly a failure. But we believe the failure has not been from the inapplicability of the system to India, but to the defective way in which it has been attempted to introduce it. Government has been too greedy of a shadow of profit, and has lost its substance. They have imperilled their credit and gained nothing in return. We believe the hour is ripe for wiser counsels, and we shall be only too happy to see them prevail.

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CHARTERED MERCANTILE BANK OF INDIA, LONDON, AND CHINA.

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The Bank grants Drafts on London, Scotland, and Ireland, Circular Notes negotiable in Egypt, Syria, and the principal Towns of Europe at the following current rates of exchange:—

On London, at 4 m'n' sight above	2s0	2d. 0¾d.	per Rupee.
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" 2	do.	2d.	"
" 1	do.	1s. 11¾d.	"
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On Deposits payable on demand if not less than Rs. 500 or above Rs. 50,000 at 2 per cent. per annum.

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The Bank takes charge of Government Securities, Shares in Banks and other Companies, without charge, and realizes interests and Dividends thereon on the following terms:—

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All Letters should be addressed and Hoondees made payable to the Agent, Chartered Mercantile Bank.

Bombay, 19th March 1867.

INSURANCES.

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The following Premiums are required at the undermentioned ages for the Assurance of Rs. 1,000 for the whole term of life with Profits; the rates for the non-participating scale being about 10 per cent. lower:—

Age.	Civil. Half-yearly.			Civil. Monthly.			Military. Half-yearly.			Military. Monthly.		
	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p.	Rs.	as.	p.
20	16	8	0	2	14	9	12	8	0	2	7	5
30	20	0	0	3	8	8	20	0	0	3	11	4
40	25	0	0	4	6	10	25	0	0	4	3	8
50	33	0	0	5	15	6	33	8	0	5	14	11
60	46	0	0	8	2	4	47	0	0	8	5	2

THE SHORT TERM PREMIUMS have recently been materially reduced, and the following examples show the Annual Premium required for the assurance of Rs. 1,000 for the different periods at the respective Ages:—

Age.	Civil. 1 yr.	3 yrs.	5 yrs.	7 yrs.	Military. 1 yr.	3 yrs.	5 yrs.	7 yrs.
25	27	28	28	28	34	34	34	35
35	31	32	32	33	36	37	37	37
45	39	40	41	42	42	45	44	45
55	53	55	56	51	54	59	57	59

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ROYAL INSURANCE COMPANY.—Capital £2,000,000 sterling. Funds in hand exceed £1,000,000.

FIRE BRANCH.

	£	s.	d.
Fire Premiums 1862	390,650	15	
Do. 1863	341,668	3	2
Do. 1864	406,303	13	10

Showing an increase over 1863 of 64,710 9 8

Policies covering risks on Merchandise and Buildings in Bombay continue to be granted by the above Company through their Agents. DETACHED BUNGALOWS AND HOUSEHOLD FURNITURE insured on very favourable terms.

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	£	s.	d.
Life Premiums for 1860	73,159	18	6
Do. 1863	105,709	1	11
Do. 1864	152,159	2	0

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Bombay, 16th September 1864.

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HEAD OFFICE, QUEEN INSURANCE BUILDINGS, LIVERPOOL.

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The Rates of Premium will be found as moderate as those of other first class offices. For further information and particulars apply to LAWRENCE & Co.,
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With which is now united

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An Amalgamation having been formed between the STANDARD LIFE ASSURANCE COMPANY and the COLONIAL LIFE ASSURANCE COMPANY, the business of the United Companies will henceforth be conducted under the title of the STANDARD LIFE ASSURANCE COMPANY.

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LOCAL BOARDS AND AGENCIES in India and in all the British Colonies, where every facility will be afforded in the transaction of business, and where Premiums may be received and Claims paid.

Immediate reduction of Premium on return to Europe, or other temperate climate, without Medical Certificate.

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Agents at Bombay.

THE LONDON, ASIATIC, AND AMERICAN COMPANY (Ld.)
11th July 1866.

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WANTED.

NOTICE.—WANTED THREE ASSISTANTS to the Engineer for Local Funds in Khandeish. They must possess a practical knowledge of Surveying, Levelling, and laying out Roads and making Plans and Estimates.

Salary Rs. 150 per month, and Rs. 30 Batta. Applications to be made, Post Paid, to the undersigned.

L. R. ASHBURNER,
Collector and President Local Fund Committee,
Khandeish.

Khandeish, Collector's Office, Dhoolia, 4th March 1867.

WANTED, a SECRETARY for the SURAT MUNICIPALITY, salary up to Rs. 250 or Rs. 350 per mensem with periodical increase up to Rs. 350 and Rs. 500, according to whether the nominee possesses a fair knowledge of Engineering or not. He will be required to give his whole time to the duties and to furnish security. No person not having a competent knowledge of the native language need apply. Applications, with Certificates and full information as to previous employment, to be addressed to the Chairman of the Managing Committee of the Municipality, Surat.

A. H. SPRY,
1st Asst. Collector and Chairman, Managing Committee.
Municipal Com's. Office, Surat, 15th March 1867.

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1 Dean Lane, 18th March 1867.

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FOR SALE, BOILERS, ENGINES, SHAFTING, DRUMS, GINS, and OPENERS with ROOFING for a complete Factory of 60 or 100 Gins.

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For further particulars apply to
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Plans can be seen at the Office of the undersigned, where also full particulars as to Title &c. can be obtained.

T. F. PUNNETT,
Manager to the Trustees of B. F. Cama.
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FOR SALE, a large quantity of the best WOULDHAM PORTLAND CEMENT. Apply to RITCHIE, STEUART & Co.

Bombay, 18th December 1866.

DEALS.—FOR SALE, a quantity of DEALS, now lying on the Elphinstone Bunder. Apply to ROPER, PRICE & Co.

FOR SALE, at Matheran, the HOUSE called "THE BYKE," the Property of Dr. LEITH. Apply to Messrs. VURJEEVUNDASS MADOWDASS & Co., Graham's Buildings.

FOR SALE, at the GODOWNS of the undersigned—
Europe CANVASS and CORDAGE.
Messrs. Westley Richards & Co.'s
CARTRIDGES ..... Rs. 55 per 1,000
Do. " 6 " 1,000
One Breach-loading RIFLE ..... " 120.
EWART, LATHAM & Co.

FOR SALE, at Kotagherry, Neilgherry Hills, "KOTA HALL" (furnished) with the adjacent Land (upwards of 50 acres), the property of Wm. Robinson, Esq., C. S. Apply to Messrs. ARBUTHNOT & Co.

FOR SALE.—One Vertical High pressure Steam Engine 9-inch Cylinder 10-inch Stock complete with shafting, drums, and strapping for driving a circular saw, lathes, gins &c.

One Independent double geared drilling Machine, can drill holes up to 2 inches diameter.

One Ten-inch slide and screw cutting lathe 18 feet broad Apply to Messrs. ALEX. C. BRICE & Co., 27 Meadow Street.

Bombay, 14th January 1867.

WHOLESALE & RETAIL.—TERMS CASH.—JEWELLERY.—A large assortment in allits branches.

WATCHES.—Gold and Silver English and Geneva.

OPERA, Marine and Race Glasses.

Silver Cake Knives and Electro Silver Plated Spoons and Forks; Ivory Handled Table Cutlery; Papier Mache; Drawing Room Chairs; Ladies' Work Boxes and Desks; Pearl and Tortoise-shell Ladies' Companions; Card Cases and Paper Cutters.

SCENTS—Piesse and Lubins' and others.

Patent Iron and Brass Bedsteads with Mosquito Curtain Rods.

HENESSY'S Brandy ..... Rs. 24 per dozen.
Champagne Vineyard Proprietors' Brandy, 22½ "
No. 11, Meadow Street. H. & A. BEKENS.

*** Watches, Clocks and Musical Instruments neatly repaired at moderate charges.

SALSETTE.—VALUABLE PROPERTY FOR SALE.—The respective TRUSTEES of the Estate of Messrs. ARDASEER CURSETJEE DADY, HORMUSJEE CURSETJEE DADY and DADY MUSSERWANJI DADY are prepared to negotiate for the sale of five equal undivided sixth parts or SHARES (the remaining one sixth part held by a gentleman who is in minority) of the villages and lands of Dashu Maller containing by estimation 323 morahs, eight parahs, and 14 adowlies or thereabouts.

The village and lands of Toolsey containing by estimation 21 morahs, 15 parahs, and 7 adowlies or thereabouts.

The village and lands of Arrear containing by estimation 61 morahs, 17 parahs, and 5/4 adowlies or thereabouts.

The village and lands of Kennery or Canary containing by admeasurement 60 morahs, 13 parahs, and 10 adowlies or thereabouts,

The above properties may be purchased either TOGETHER or SEPARATELY; they are in the immediate vicinity of Bombay, within easy distance of the Bombay, Baroda, and Central India Railway and are adjacent to the sea. The yearly rental exceeds rupees twenty thousand.

Further particulars may be obtained on application at the office of the undersigned,

G. R. WILSON,
Elphinstone Circle, Bombay, 11th March, 1867.

WINES, SPIRITS, BEER &c.

J. & C. WHITE & CO.'s WINES as follows:—Sherry, quarts, in 2 dozen Cases.
Port, quarts, in 2 dozen Cases.
Port, pints, in 4 dozen Cases.
Apply to GEORGE S. KING & Co.

KEYL & Co., Bordeaux.—Messrs. GADDUM & Co., Agents for the above Firm, have just received a fresh supply of the following carefully selected WINES and BRANDIES:—

		Rs.	p. doz.
CLARET	Médoc	6	8 pts.
	Do.	"	4 qts
	Chateau Beltasse	20	
CHAMPAGNE	Moet & Chandon's Sillery—qualité supérieure	29	
	Roederer Carte Blanche	38	
COGNAC	Vieux Pale	18	
	Tres-Vieux	25	
	Tres-Vieux Champagne	35	

FOR SALE, at the Godowns of the undersigned—

CLARETS,	Lahenauer Benecke—	St. Estephe	at Rs.	12 per doz
Do.	Do.	St. Julien	"	15 "
Do.	Do.	Pauillac	"	18 "
Do.	Do.	Ponter Canet	"	25 "
Brandy, Aef de Luze—Gold Ring			"	18 "
Champagne, Lelegard			"	25 "

JULES SIEGFRIED & Co.,
Carsetjee Furdonjee's Building, Elphinstone Circle.
Bombay, 16th Nov. 1865.

TENNANT'S BEER, CAPSULED.—TREACHER & Co. (Limited) have just landed a shipment (direct from Tennant) of BEER which is considered too ripe to forward to their up-country constituents, and therefore, to make a speedy sale, offer it at quarts Rs. 5-0 per dozen, for cash only, or net to those who pay monthly accounts.

NOTICE.—"MUMM'S CHAMPAGNE."—The undersigned have been appointed by Messrs. G. H. Mumm & Co. of Rheims, Sole Agents for Western India, for the sale of their justly celebrated "CARTE BLANCHE" CAMPAGNE, in Quarts and Pints, at Rs. 36 and Rs. 38 per case respectively. PASSMORE & Co

"ALEXANDRA MOSELLE."—"TO ARRIVE." The undersigned have been appointed Sole Agents for Western India for the sale of this celebrated Wine. Orders are now being registered.
PASSMORE & Co.

THE "PRINCE OF WALES' MESS BRANDY."—"TO ARRIVE." The undersigned have been appointed, by Preverand de Sonneville, Esq., of Bordeaux, Sole Agents for Western India for the sale of this superior Brandy, in 1 Dozen cases, orders for which can now be registered. PASSMORE & Co.

"CROWN SHERRIES."—The undersigned have been appointed, by Messrs. E. J. Brand & Co. of London, Agents for the sale of these well known Wines. Orders now being registered.

ALSO ON HAND,

Margaux Claret Rs. 12 per dozen. Chateau La Tour Gueyrand Rs. 16 per dozen, and following RHINE WINES to arrive: NIERSTEIN, HOCKHEIM, RUDESHEIM, STEINWEIN (Bocksbeutal) SPARKLING HOCK, &c. &c.
PASSMORE & Co.
Bruce Lane, Bombay, 18th February 1867.

WINES, SPIRITS, BEER, &c.

TOD-HEATLY & Co.
(LATE R. TODD & JAMES.)
ADELPHI, LONDON.

THE LONDON, ASIATIC & AMERICAN COMPANY (LIMITED,) Agents for the above well-known firm, have on sale at their Godowns the following WINES, &c.:—

		Per doz.	Rs.
Champagne, Brand Tod-Heatly & Co. Magnum.			
Do.	" Do.	"	40
Do.	" a Crown	"	30
Do.	" Tod-Heatly & Co. Pints	"	21
Mosselle, Sparkling Extra, 1st quality		"	40
Do.	do. Pints	"	24
Moselle, Sup. Sparkling Brand Tod-Heatly & Co.		"	26
Do. Fine	" Brand a Crown	"	30
Do. Fine	" Brand a Crown Pints	"	16
Hock, Sparkling Brand Tod-Heatly & Co		"	36
Do. Sparkling Brand a Crown		"	30
Do. Fine Still Red Seal		"	18
Do. Fine Still Blue Seal		"	30
Do. Superior Still Green Seal		"	30
Sherry Pale, Blue Seal		"	22
Do. Do. Yellow Seal		"	20
Do. Golden, Do.		"	20
Do. Vino Fino		"	20
Do. Red Seal		"	37
Do. Amontillado, Black Seal		"	35
Claret Light Capsule		"	15
Do. do. Pints		"	8
Do. Yellow Seal		"	26
Do. Red Do. Pints		"	17
Do. Do. Do. Quarts		"	32
Port Black Seal		"	26
Brandy, Vieux Cognac		"	34
Do. Brand a Crown		"	24
Old Tom, Red Seal		"	18
Dry Gin, Black Seal		"	18
Orange Wine Bitters, Quarts		"	36
Do. Pints		"	19
Curacoa, Sweet or Dry		"	42
Maraschino		"	48

N. N.—Messrs. TOD-HEATLY & Co. are prepared to execute direct orders as usual.

1st January 1866.

FOR SALE, TO MESSES, &c.—We are in receipt of a large supply of TENANT'S BEER, (Capsuled) in excellent order and are selling off for Rs. 5½ per dozen, cash, to effect speedy.

5 per cent. discount allowed to large purchasers—
TERMS—CASH. ROGERS, COHEN & Co.

Established in Bombay 1842.
Established in London, and Bordeaux 1815.

MESSRS. CUTLER, PALMER & Co. solicit that orders for their well known Wines, Spirits, and Cordials, from their friends in India, may be sent In BOMBAY ..... from Messes and private consumers to Messrs. Rogers & Co. from Native Shopkeepers to Eduljee Pallonjee Bottlewalla,

" " ..... to Messrs. Rogers & Co.

" POONA .....
" Secunderabad Sangor } " " Cursetjee & Co.
" Kamptee, Sectabaldee, &c. }
" Mhow ..... " " Merwanjee Cooverjee & Co.
" Ahmedabad ..... " " Johangeer Pestonjee & Co.
" Kurrachee ..... " " Budgett and Hughes.
" Calicut ..... " " Hirjee & Co.
" Madras ..... " " Binny & Co.
" Calcutta ..... " " Folkard & Co.

CUTLER, PALMER & Co.'s SPARKLING CHAMPAGNES specially prepared for India, shipped in quarts and pints—in three qualities and four styles. These Wines are of the very best procurable.

CUTLER, PALMER & Co.'s SHERRIES are selected with the greatest care and especially for a tropical climate: they comprise six qualities and styles.

CUTLER, PALMER & Co.'s CLARETS are Pure Wines of the Choicest Vintages and Chateaux. These are shipped direct from their Bordeaux Cellars in six qualities, in quarts and pints.

CUTLER, PALMER & Co.'s PORTS in quarts and pints, are Vintage Wines of two qualities only.

CUTLER, PALMER & Co.'s MOSELLE and HOCK, (in quarts and pints) either Sparkling or Still, are from the best known Houses in Germany. These Wines are confidently recommended as being inferior to none shipped to India.

CUTLER, PALMER & Co.'s OLD PALE COGNAC, (protected by a Trade Mark on capsule and label). This well known old Brandy is highly recommended.

CUTLER, PALMER & Co.'s BEST LONDON OLD TOM, and OLD JAMAICA RUM, need only be compared with similarly named spirits shipped to India to be preferred to them (protected by Trade Mark on capsule and label.)

CUTLER, PALMER & Co.'s IRISH and SCOTCH WHISKEY from the most approved Distilleries (protected by Trade Mark.)

CUTLER, PALMER & Co.'s CORDIALS are Luzardo, Wynaud Peckink, and Heerings, shippers well known, and who excel all others in the manufacture of them. Cheap imitations should be avoided.

CUTLER, PALMER & Co RESPECTFULLY notify that the selling prices of their Wines are fixed by their friends above named, to whom enquiries should be addressed for terms, &c.

CUTLER, PALMER & Co.,
WHOLESALE LONDON HOUSE, 44, Mark Lane.
RETAIL LONDON HOUSE, Charing Cross Railway.
BORDEAUX HOUSE Place, du Champs de Mars.

MESSRS. CUTLER, PALMER & Co's WINES, &c.—Messrs. ROGERS & Co. have pleasure in announcing the arrival of fresh shipments of the above. In addition to those mentioned in former Advertisements, a Notice of the following WINES will be hailed by all old Constituents of the House:—

BURGUNDIES, Rich and persuasive; of full body and surpassing perfume.

Chambertin	... ...	...	Rs. 48 per dozen.
Nuits	... ...	...	" 36 "
Macon	... ...	...	" 24 "

The following are already firmly established in public favour:—

STILL MOSELLE and HOCK. Equal, if not superior in bouquet and flavour to those which were so rapidly consumed last year.

Forster Traminer	... ...	...	Rs. 33 per dozen.
Rudesheimer	... ...	...	" 26 "
Hockheimer	... ...	...	" 26 "
Brauneberger Moselle	... ...	...	" 26 "

CHAMPAGNE.

Best Dry, a superb beverage	... ...	...	" 38 "
Do. pints	... ...	...	" 20 "

SHERRIES.

Amontillado	... ...	...	" 36 "
Amoroso, pale and full flavoured	... ...	...	" 30 "
Green Seal, golden full bodied	... ...	...	" 28 "
Yellow Seal, a pale Wine of a remarkably fine character	... ...	...	" 24 "

BRANDY.

No. 1 Black Capsule, Bouquet very enticing	... ...	...	" 33 "
WHISKEY. Scotch and Irish	... ...	...	" 21 "
Rum, Gin, Geneva, and Liquors.			

Price Lists on application. ROGERS & Co.,
Bombay and Poona.

AERATED WATERS.—MESSRS. ROGERS & Co. have, as is well known, for many years devoted their closest attention as Chemists to the manufacture of the above necessaries of life. Their long and intimate experience of the systems of Charcoal filtration has enabled them to construct Filters vastly superior to the much vaunted and advertised Charcoal Block, a medium which no Chemist can use without soon discovering its defects.

The use of Steam Power has enabled them to dispense with native or animal labour in aerating the water, and thus to produce a beverage of unsurpassable excellence: and as, for nearly quarter of a century they have been Agents for the most celebrated Soda Water Machinists in England—Messrs. Hayward, Tyler & Co.—they have been able to test experimentally every improvement in Soda Water Machinery during that long period.

The following are the principal WATERS manufactured by Rogers & Co.:—

SODA WATER, free from excess of Alkali, and therefore from that soapy taste characterising bazaar and other Waters.

LEMONADE.

TONIC WATER, a delicious assuagant which, as manufactured by Rogers & Co., cannot be imitated.

GINGERADE.

POTASH WATER.

LITHIA WATER.

SELTZER WATER.

VICHY WATER (Alterative and Alkaline.)

OREZZA WATER (chalybeate).

From the complete collection of Analyses in their possession Messrs. R. & Co. can prepare numerous other Mineral Waters with great accuracy.

SYRUPS.

TONIC REFRESHER (name registered). An excellent addition to Soda Water, in Faintness (or Dejection, when recourse would otherwise be had to Alcoholic stimulants.

LEMON.

TONIC LEMON.

GINGER.

FRUIT of various kinds.

The printed instructions for the unpacking and preservation of Soda Water which Messrs. R. & Co. issued to their mofussil constituents twelve months ago, and which, they perceive, have been adopted by a neighbouring